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EAST HELENA ROUTE STUDY

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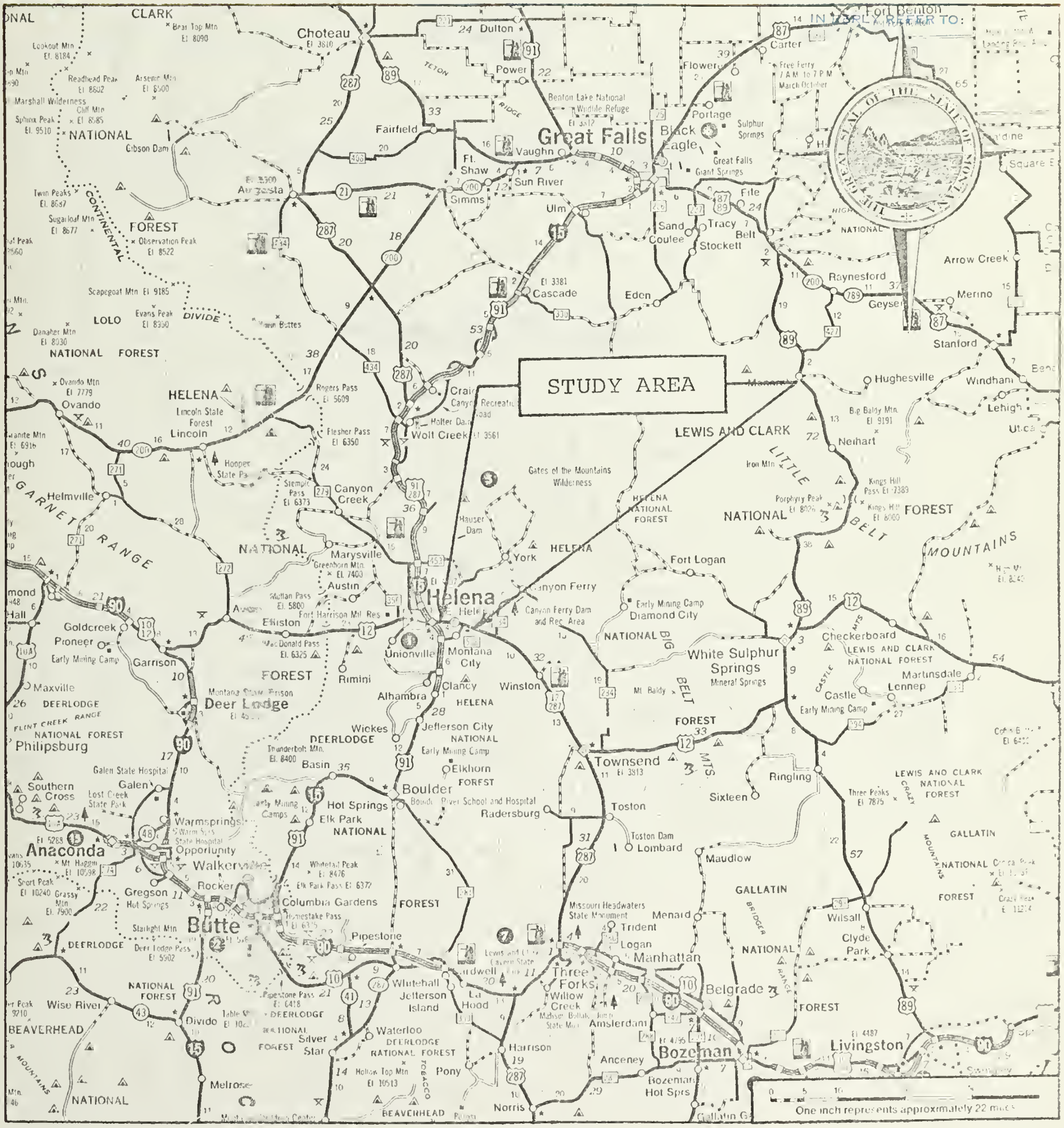
STATE HIGHWAY ENGINEER

IN REPLY REFER TO:



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PRECONSTRUCTION DIVISION

JUNE 1970

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SECTION ONE

NARRATIVE REPORT

LOCATION STUDY REPORT

U.S. 12 and 287 are common from Helena in a southeasterly direction thru East Helena toward Townsend. This project begins just east of the Capitol Interchange where the present four-lane highway transitions to two-lanes. It extends easterly approximately 7.2 miles, ending 3± miles east of East Helena at the west end of a recently completed project.

Due to the large amount of commuter type of traffic between Helena and East Helena, it will be necessary to construct four lanes for this portion. The traffic east of East Helena is only about half as much as the traffic west of East Helena. This portion will be reconstructed to two lanes.

The proposed alignment for this project essentially follows the present alignment, except in the vicinity of East Helena where four alternate lines are being studied.

The beginning of this project will be a four-lane facility on forty-four foot centers with curb and gutters for the first 1± miles. Then the alignment will transition to 100 foot centers at the overpass over the Burlington Northern tracks. An attempt will be made to use the two present structures for the westbound lanes. The curves approaching the overpass will be flattened to provide greater safety. From just east of this overpass to about

one and a half miles east of East Helena is the area where the four alternate lines are being studied.

Alternate 1 would be a four-lane facility following the present alignment through East Helena. This section would have a five foot median, two 12 foot and two 14 foot driving lanes with no parking. This section would transition into a two-lane facility east of the city limits of East Helena, and follow the present alignment easterly.

Alternate 2 would consist of a couplet through East Helena. The westbound lanes would follow the present alignment down Main St. and the eastbound lanes would follow the street immediately south of Main St. This alternate would transition into a two-lane facility about one half mile east of the City limits of East Helena and follow the present alignment easterly.

Alternate 3 would be a bypass just north of the City limits of East Helena. This would be a four-lane facility with one hundred foot centers. This section would transition to two lanes just easterly of East Helena. It would return to the present alignment about one and a half miles east of East Helena.

Alternate 4 would consist of an alignment adjacent to the Burlington Northern tracks on Burlington Northern property through East Helena. It would extend easterly about one and a half miles east of East Helena where it would

return to the present alignment. This section would be four lanes on forty-four foot centers with curb and gutters. It would consist of four 12 foot driving lanes, and two 10 foot shoulders and a 20 foot striped median. This alternate would transition into a two lane facility just east of the East Helena City limits.

The various social, economic and environmental effects were evaluated and a comparative analysis made for the alternates where applicable.

1. FAST, SAFE AND EFFICIENT TRANSPORTATION.

Alternate 3 provides faster and safer transportation for the thru traffic. Alternate 1 would encounter considerable pedestrian traffic with the Grade School on Main Street. Likeweise, Alternate 2 would encounter this same problem. Alternate 4, like Alternate 1 and Alternate 2, would require reducing the speed limit through town.

2. NATIONAL DEFENSE.

There would be very little difference between the alternates in this aspect.

3. ECONOMIC ACTIVITY.

Alternate 3 and Alternate 4 would by pass most of the existing economic activity. Alternate 1 would

route all of the traffic through the existing businesses. However, no parking would be provided on Main Street. Alternate 2 would route half of the traffic through the existing businesses and by pass them with the other half.

4. EMPLOYMENT.

There is very little forseeable difference between the Alternates concerning their effect on employment.

5. RECREATION AND PARKS.

There should be very little or no difference among the Alternates concerning their effect on Recreation and Parks.

6. FIRE PROTECTION.

Alternate 3 would have little if any effect on fire protection, except that it would relieve some of the traffic through town. The other three Alternates should be somewhat of an asset with the improvement of this east-west route through town. However, Alternate 2 would require the taking of the East Helena Volunteer Firemans's Hall.

7. AESTHETICS.

Alternate 4 might be considered to have an adverse effect upon aesthetics. This route would pass along the north edge of the railroad property and industrial development south of East Helena. This would provide a rather undesirable view to the south for a traveling motorist. The other three alternates would be comparable in their final effect upon aesthetics.

8. PUBLIC UTILITIES.

There should be little or no difference between the alternates final effect on public utilities.

9. PUBLIC HEALTH AND SAFETY.

There should be little or no difference among the alternates effect on public health and safety.

10. RESIDENTIAL AND NEIGHBORHOOD CHARACTER AND LOCATION.

Alternate 3 would have the least effect on residential and neighborhood character and location. Alternate 1 goes through the business area, however, it would effect the residential areas on the east and west side of town. Both Alternate 2 and Alternate 4 would route traffic through residential areas.

11. RELIGIOUS INSTITUTIONS AND PRACTICES.

There should be little or no difference among the alternates in their effect upon religious institutions and practices.

12. CONDUCT AND FINANCING OF GOVERNMENT.

Although none of the alternates is expected to have an effect upon the conduct of the Government, some effect on financing of Government can be expected. Alternate 2 would require the most taxable property for Right-of-Way, while Alternate 3 would require the least.

13. CONSERVATION.

There is no appreciable difference between the alternates relative to their effects upon conservation.

14. NATURAL AND HISTORICAL LANDMARKS.

There is no anticipated conflict with any natural or historic landmark by any of the alternates.

15. NOISE, AIR AND WATER POLLUTION.

Little or no difference between the various alternates is anticipated except as noted in item (10).

16. PROPERTY VALUE

Alternate 3 would very likely do the most to improve property values. It would route the traffic and noise away from residential areas. Alternate 1 would probably have little effect on the value of the property. Alternate 2 and Alternate 4 would have an adverse effect on the value of the property in the residential areas that they go through.

17. MULTIPLE USE OF SPACE.

For this project, space is not yet at a sufficiently high premium to justify the additional expense of multiple use.

18. REPLACEMENT HOUSING.

Please refer to the Relocation Narrative Report in Section 4.

19. EDUCATION

Neither Alternate 3 or Alternate 4 would conflict with schools. Alternate 1 and Alternate 2 would route traffic past the Grade School on Main Street. This would continue the current problems associated with school children crossing the main highway. The noise from the traffic is also undesirable so close to a school.

20. DISPLACEMENT OF FAMILIES AND BUSINESSES.

For this item, refer to the Relocation Narrative Report in Section 4.

21. ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION COST OF THE PROJECT AND RELATED FACILITIES.

A cost breakdown is made in Section 4.

ITEM ALTERNATE	R/W COST	STRUCT. COST	CONST. COST	PE, CONST. ENG. & CONTG.	TOTAL ESTIMATED COST
Alternate 1	269,306	347,527	1,051,629	157,744	1,826,206
Alternate 2	556,073	431,017	1,248,361	187,254	2,422,705
Alternate 3	222,419	362,891	1,082,007	162,301	1,829,618
Alternate 4	307,893	380,126	1,119,982	167,997	1,975,998

22. MAINTENANCE AND OPERATION COSTS OF THE PROJECT AND RELATED FACILITIES.

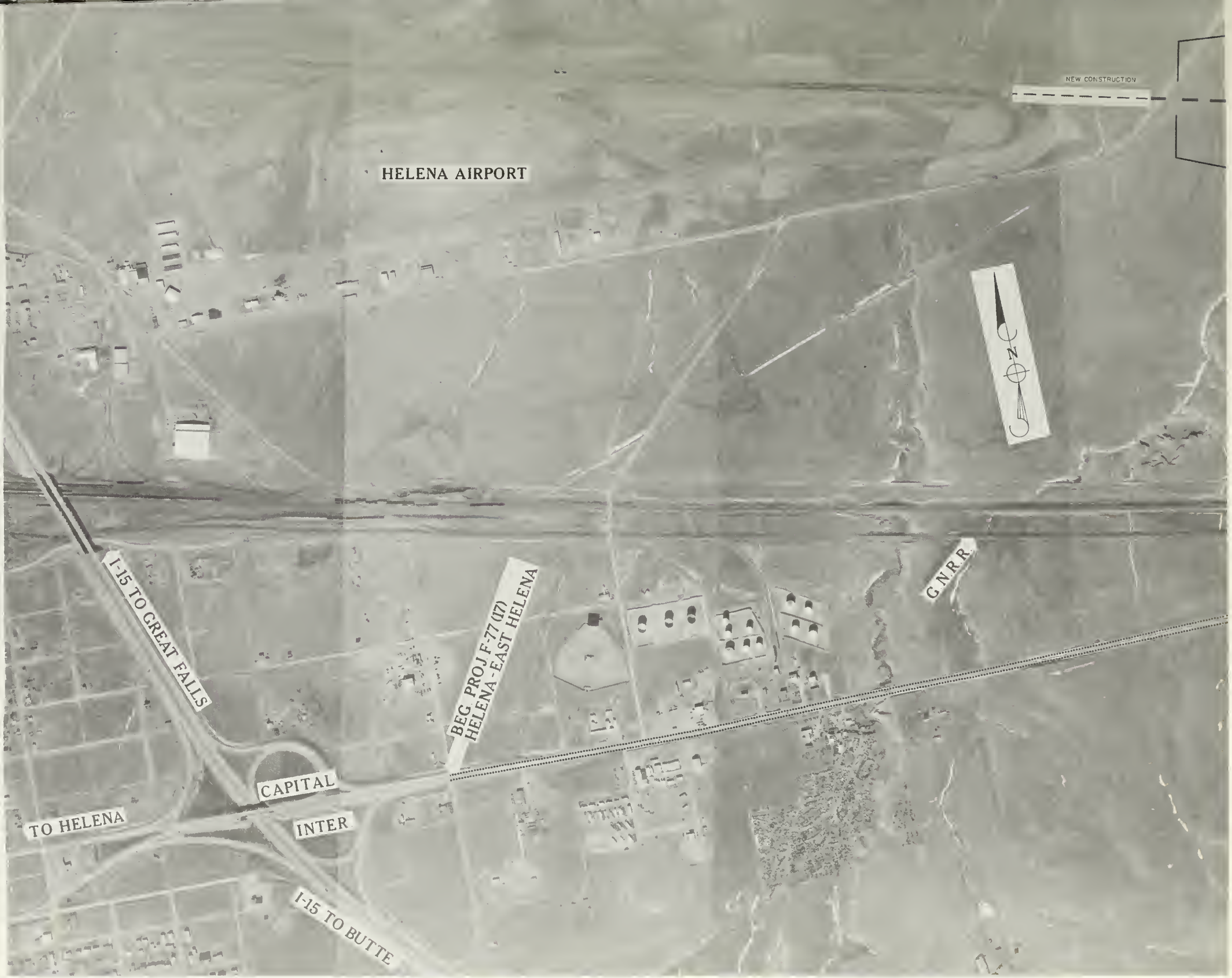
All alternates should be quite similar in this respect.

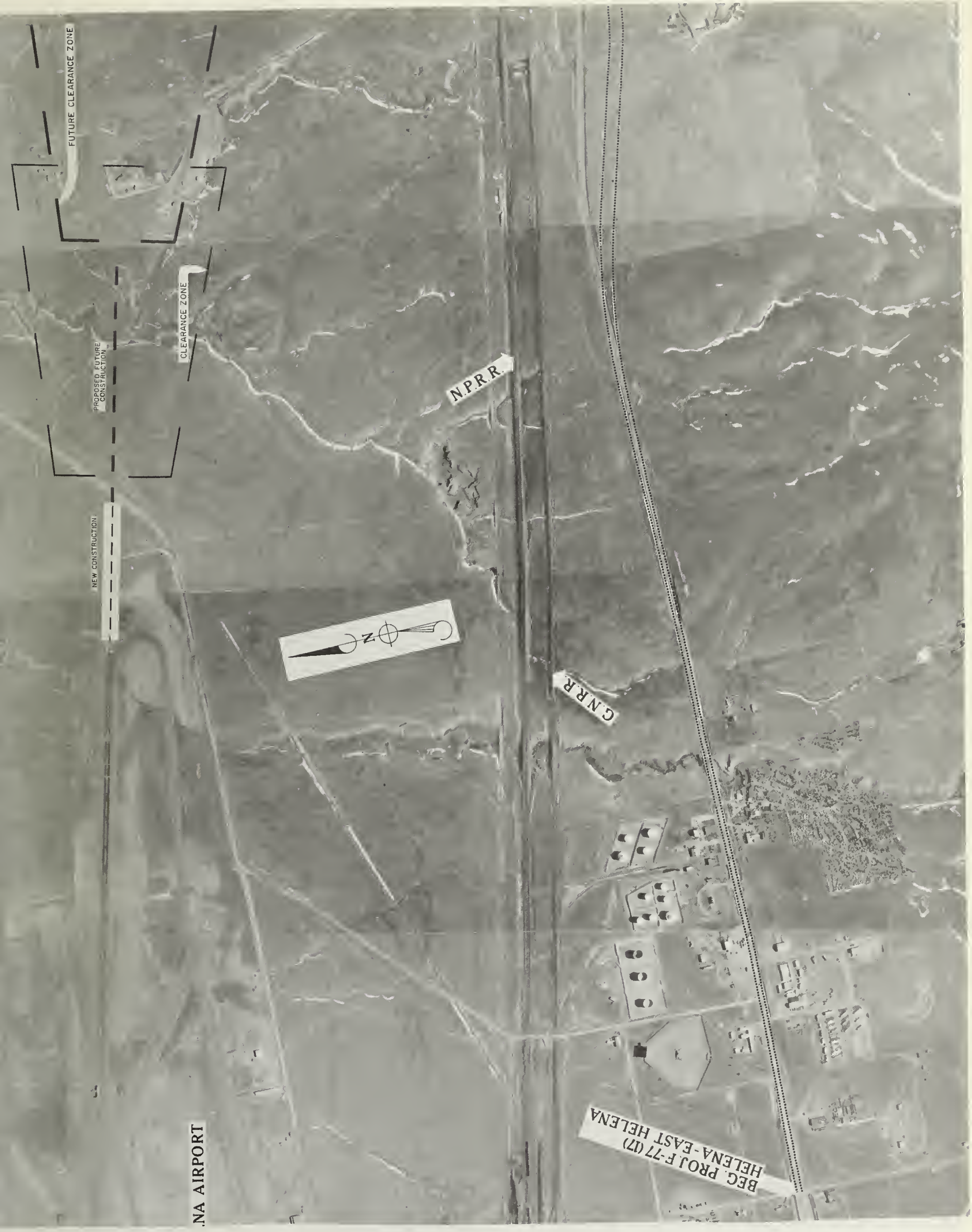
23. OPERATION AND USE OF EXISTING FACILITIES AND OTHER TRANSPORTATION FACILITIES DURING CONSTRUCTION AND AFTER CONSTRUCTION.

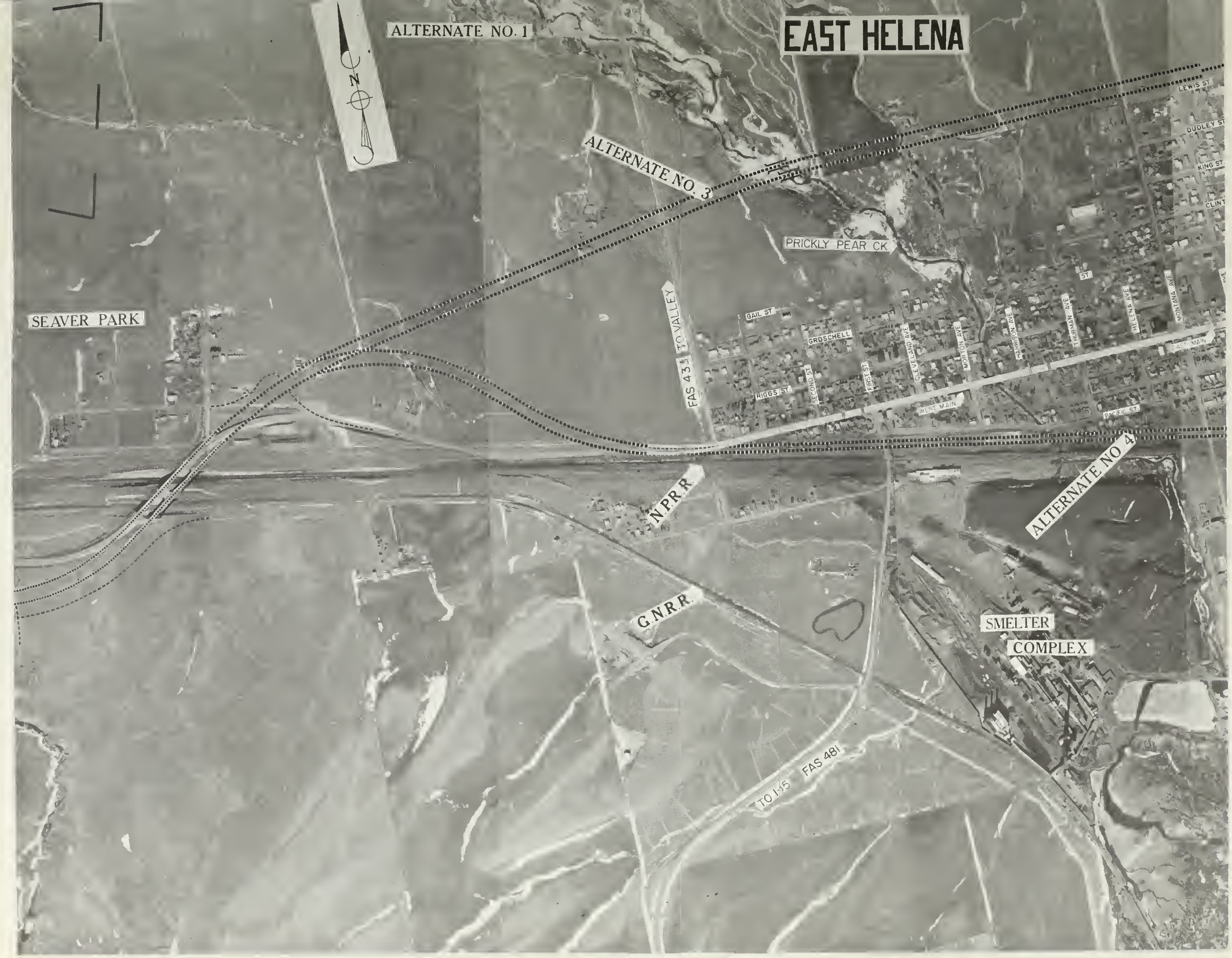
The present travel way could be used during the construction of Alternate 3 and Alternate 4, and would be used for local traffic after construction. Alternate 2 would allow traffic on one portion of the couplet while the other portion is under construction. Alternate 1 would develope some traffic routing problems through town during construction.

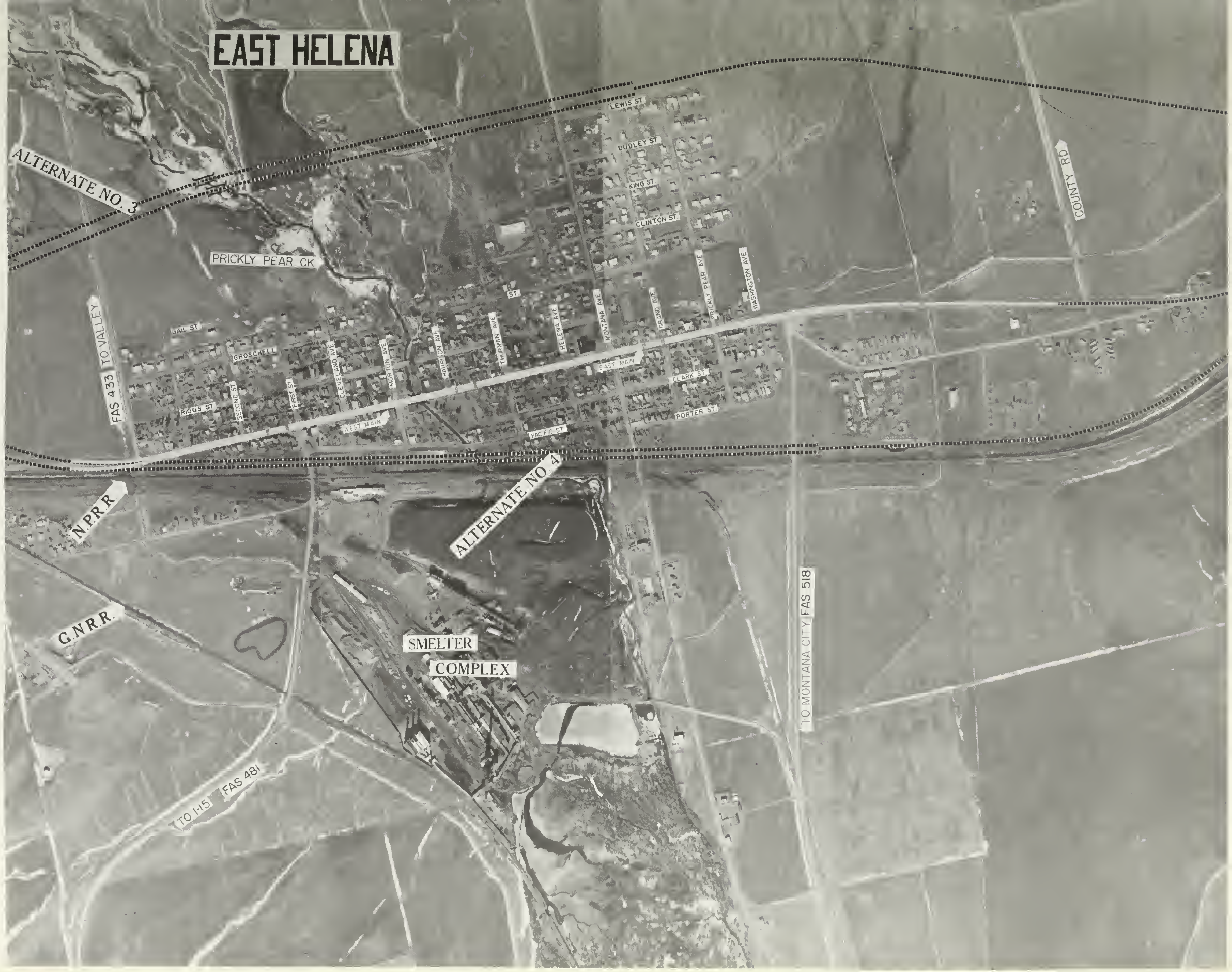
SECTION TWO

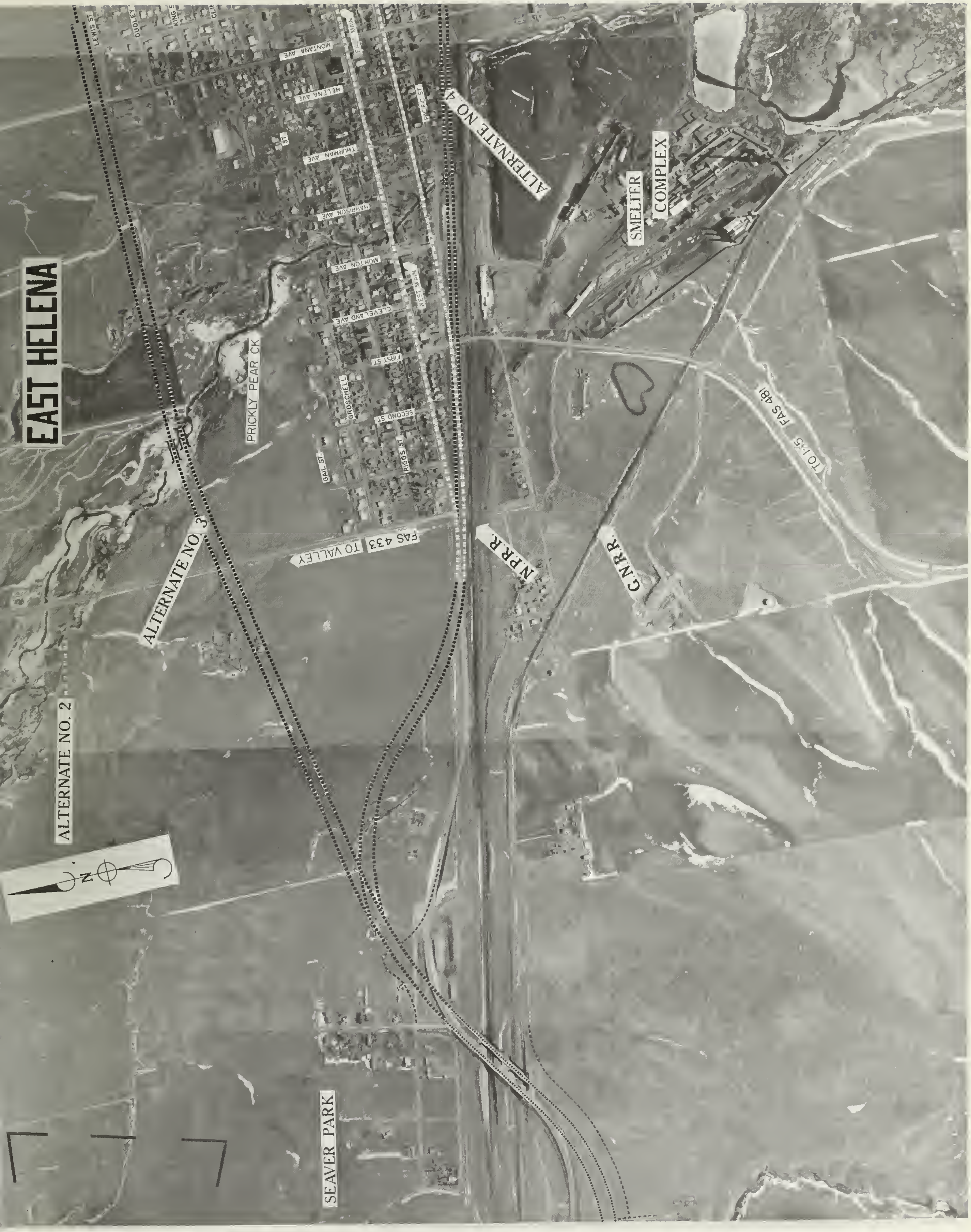
PHOTOGRAPHS

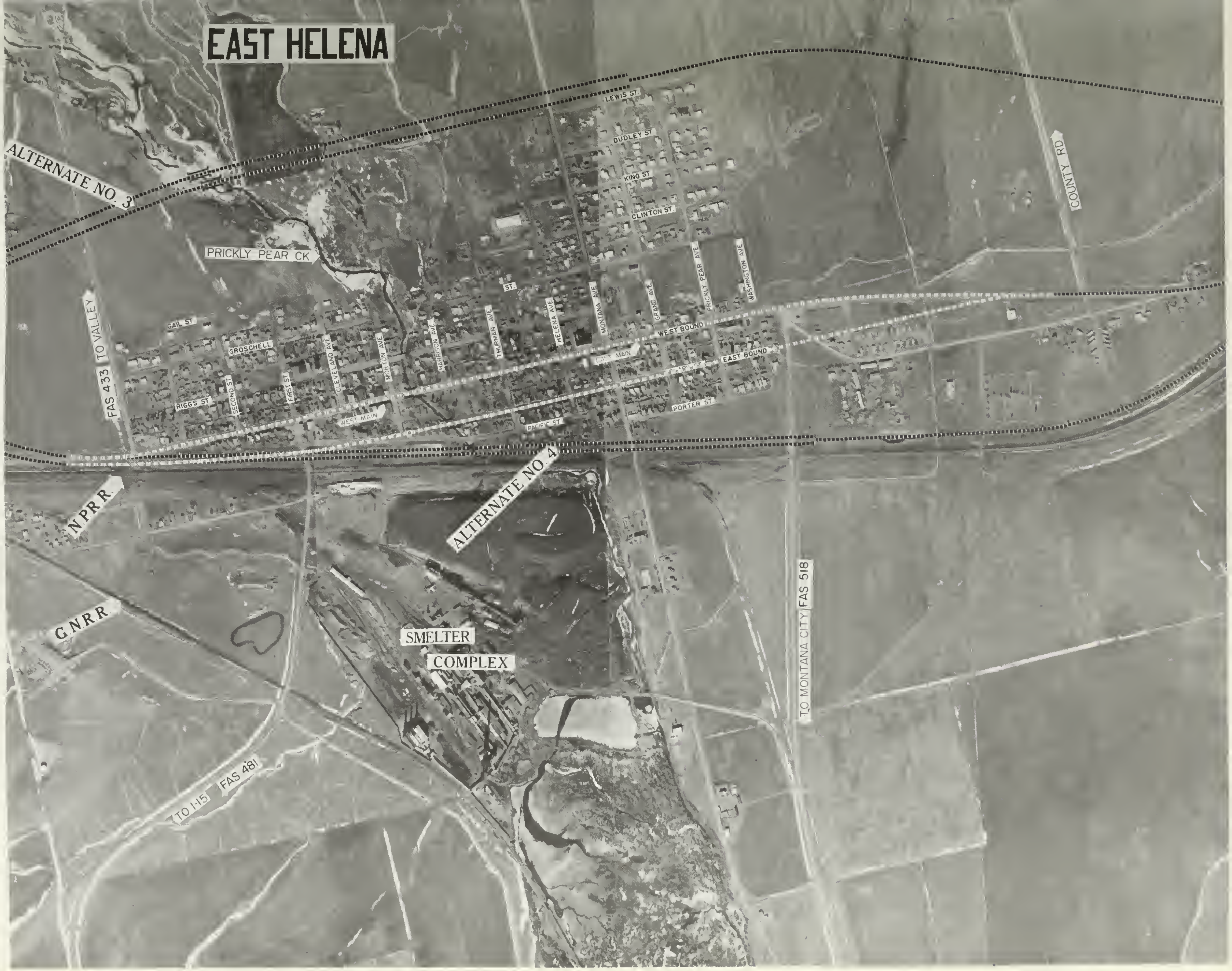

NEW CONSTRUCTION
HELENA AIRPORT
N
G.N.R.R.
BEG. PROJ F-77 (17)
HELENA - EAST HELENA
I-15 TO GREAT FALLS
CAPITAL
INTER
TO HELENA
I-15 TO BUTTE

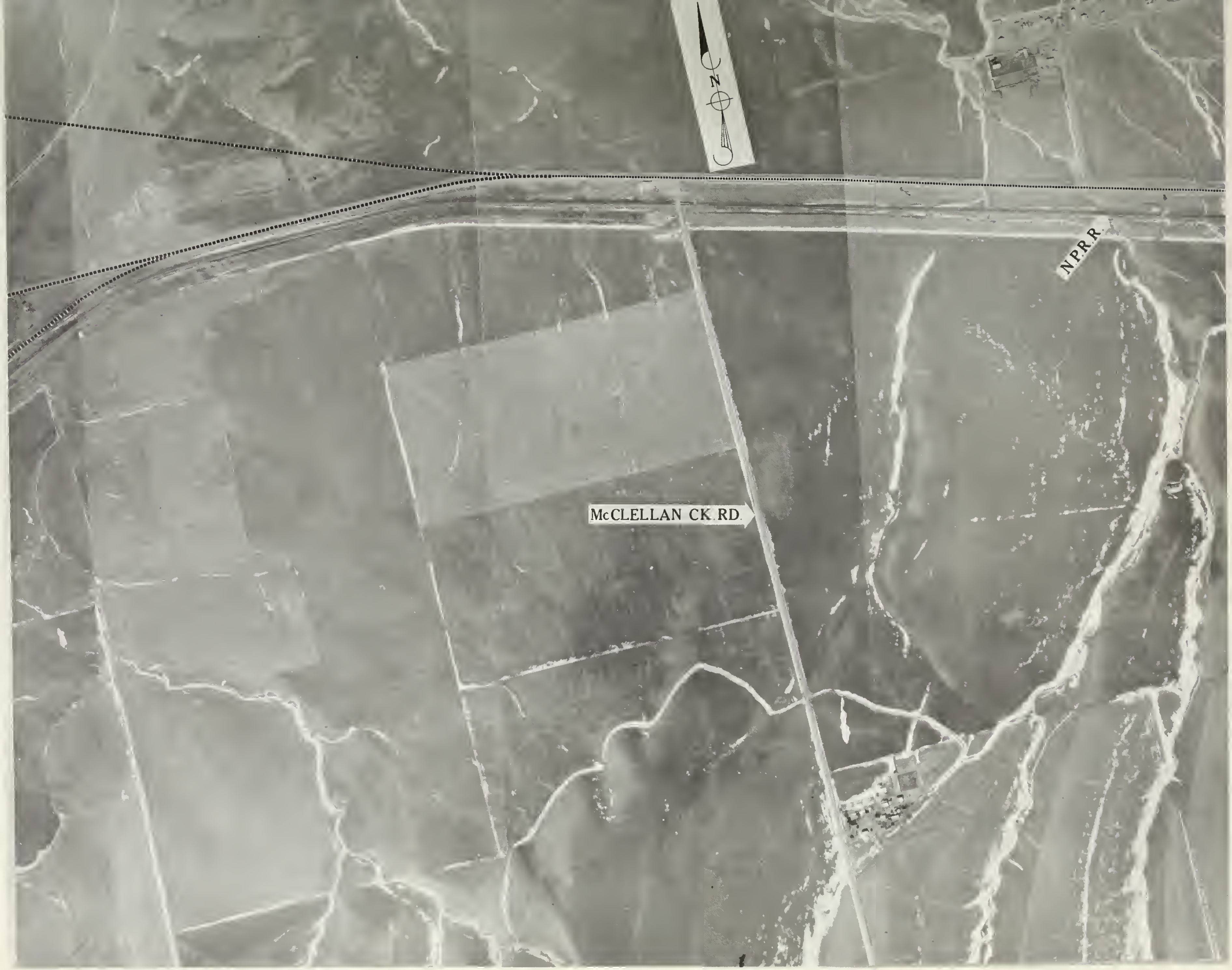

FUTURE CLEARANCE ZONE
CLEARANCE ZONE
PROPOSED FUTURE CONSTRUCTION
NEW CONSTRUCTION
N.P.R.R.
N
C.N.R.R.
BEG. PROJ. F-77(17)
HELENA-EAST HELENA
NA AIRPORT

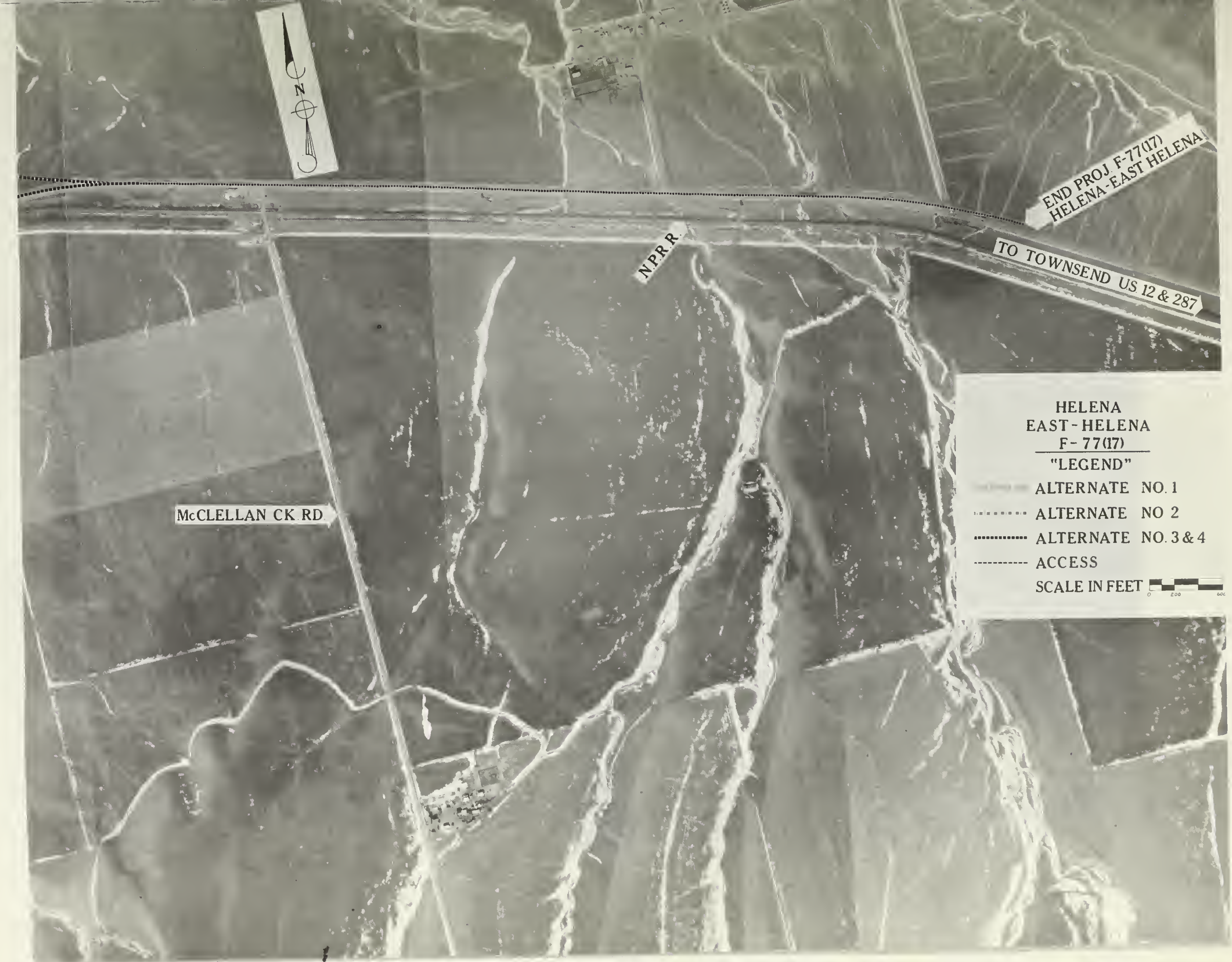

EAST HELENA
ALTERNATE NO. 1
N
ALTERNATE NO. 3
PRICKLY PEAR CK
SEAVER PARK
TO VALLEY
FAS 431
LEWIS ST
DUDLEY ST
KING ST
CLINT
ST
AVE
MONTANA AVE
HELENA AVE
THURMAN AVE
HARRISON AVE
MORTON AVE
CLEVELAND AVE
FIRST ST
SECOND ST
GROSCHELL
GAIL ST
RIGGS ST
EAST MAIN
WEST MAIN
PACIFIC ST
ALTERNATE NO 4
N.P.R.R.
G.N.R.R.
SMELTER
COMPLEX
FAS 481
TO I-15

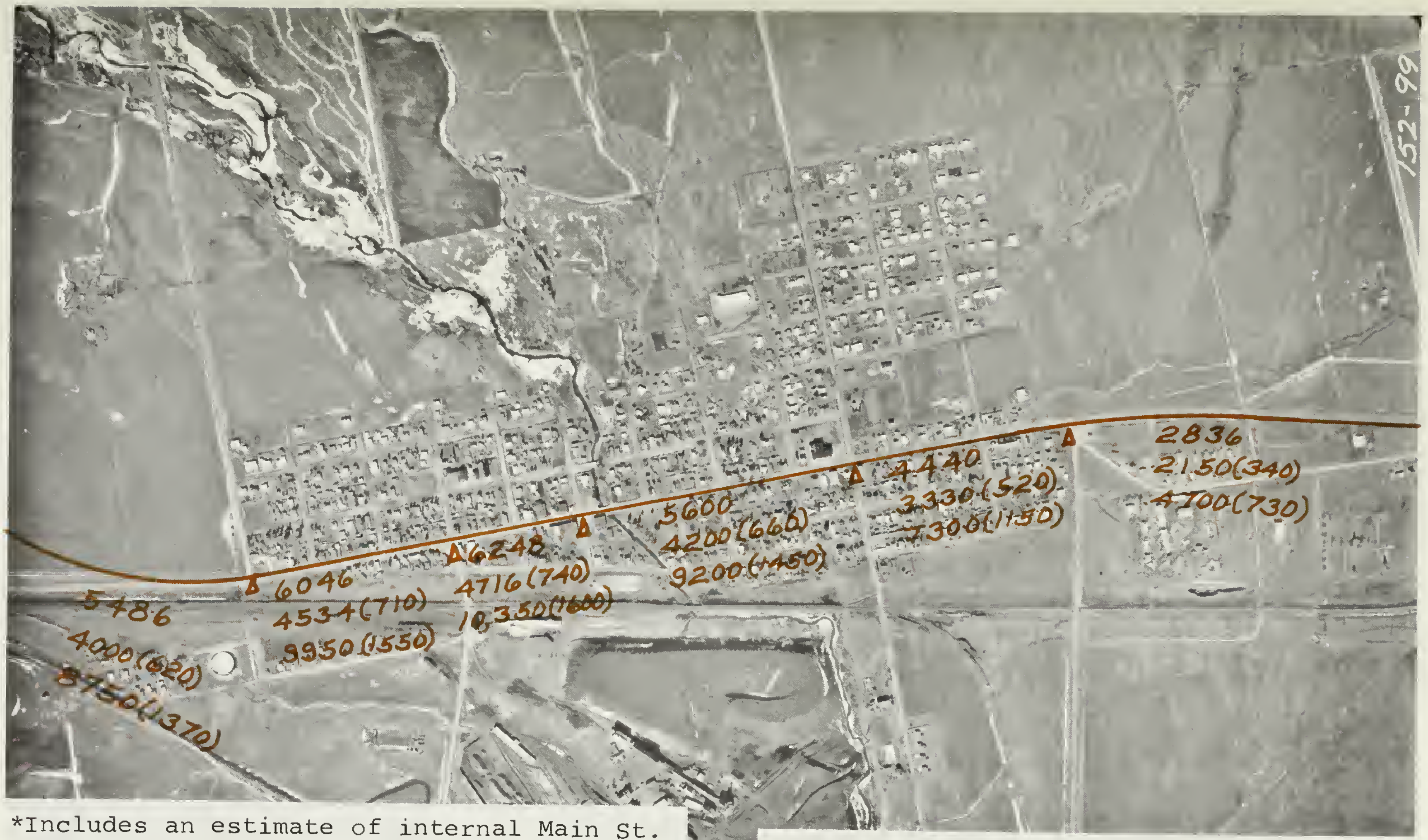

EAST HELENA
ALTERNATE NO. 3
PRICKLY PEAR CK
LEWIS ST
DUDLEY ST
KING ST
CLINTON ST
COUNTY RD
WASHINGTON AVE
PRICKLY PEAR AVE
GRAND AVE
MONTANA AVE
HELENA AVE
ST.
THURMAN AVE
HARRISON AVE
MORTON AVE
CLEVELAND AVE
FIRST ST
SECOND ST
GROSCHELL
GAIL ST
RIGGS ST
FAS 433 TO VALLEY
EAST MAIN
WEST MAIN
CLARK ST
PORTER ST
PACIFIC ST
ALTERNATE NO 4
N.P.R.R.
G.N.R.R.
SMELTER
COMPLEX
TO MONTANA CITY FAS 518
TO I-15 FAS 481


EAST HELENA
ALTERNATE NO. 2
ALTERNATE NO 3
ALTERNATE NO 4
PRICKLY PEAR CK
SMELTER
COMPLEX
LEWIS ST
DUDLEY
KING S
CLI
MONTANA AVE
HELENA AVE
ST
THURMAN AVE
HARRISON AVE
MORTON AVE
CLEVELAND AVE
FIRST ST
GROSCHELL
SECOND ST
GAIL ST
RIGGS ST
MAIN
WEST MAIN
PACIFIC ST
FAS 433
TO VALLEY
N.P.R.R.
G.N.R.R.
FAS 481
TO I-15
N
SEAVER PARK


EAST HELENA
ALTERNATE NO. 3
PRICKLY PEAR CK
LEWIS ST
DUDLEY ST
KING ST
CLINTON ST
COUNTY RD
WASHINGTON AVE
PRICKLY PEAR AVE
GRAND AVE
MONTANA AVE
HELENA AVE
ST
THURMAN AVE
HARRISON AVE
MORTON AVE
CLEVELAND AVE
FIRST ST
SECOND ST
GROSCHELL
GAIL ST
RIGGS ST
FAS 433 TO VALLEY
WEST BOUND
EAST BOUND
EAST MAIN
WEST MAIN
PACIFIC ST
PORTER ST
ALTERNATE NO 4
N.P.R.R.
G.N.R.R.
SMELTER
COMPLEX
TO I-15 FAS 481
TO MONTANA CITY FAS 518


N
N.P.R.R.
McCLELLAN CK. RD.

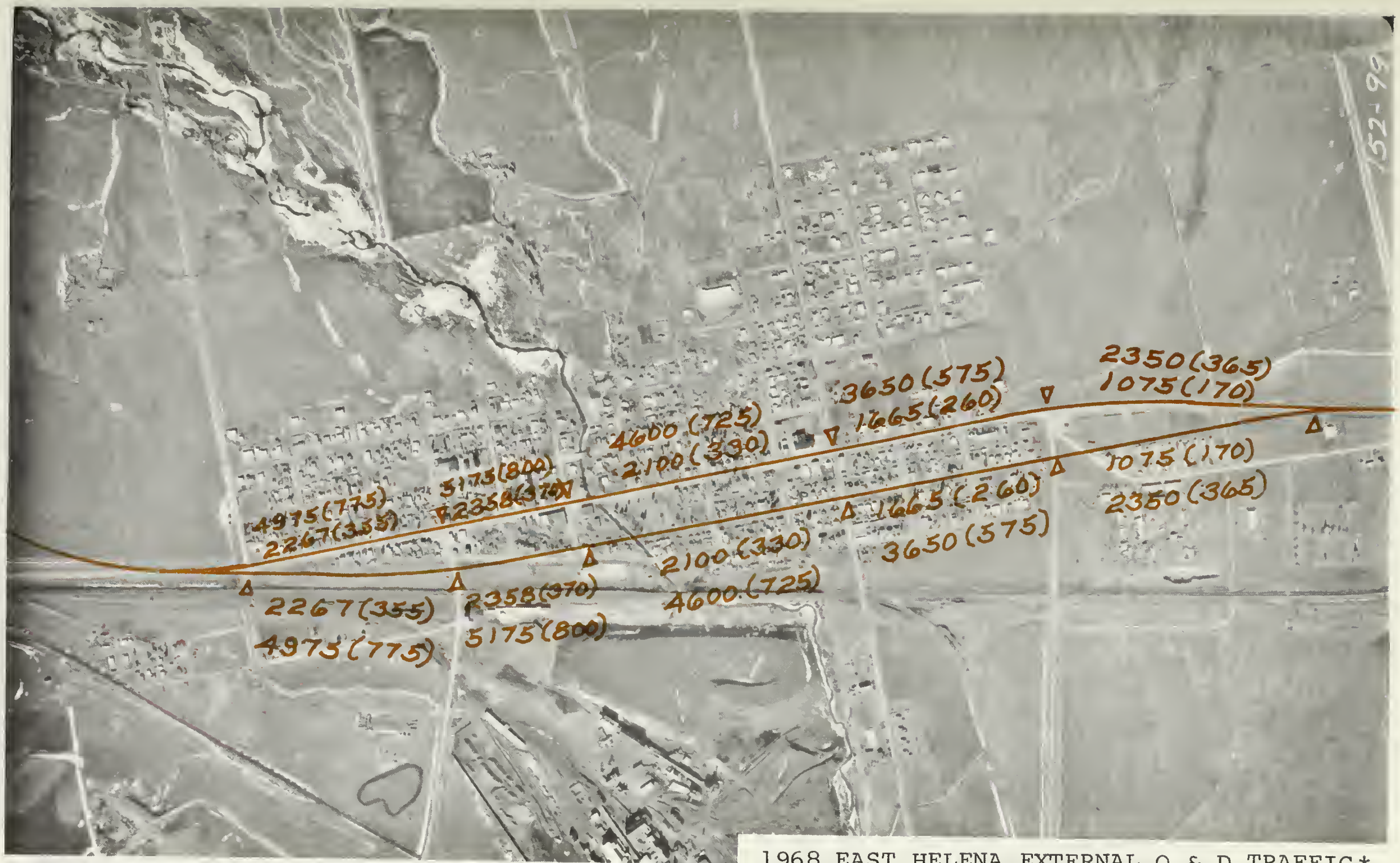

N
END PROJ. F-77(17)
HELENA-EAST HELENA
TO TOWNSEND US 12 & 287
N.P.R.R.
McCLELLAN CK. RD.
HELENA
EAST-HELENA
F-77(17)
"LEGEND"
ALTERNATE NO. 1
ALTERNATE NO 2
ALTERNATE NO. 3 & 4
ACCESS
SCALE IN FEET
0
200
600



*Includes an estimate of internal Main St. traffic derived by subtracting the assigned external O & D traffic from total traffic. This total traffic is based on machine counts made in July, 1969. Figures on this page include both external and internal traffic.

1968 EAST HELENA EXTERNAL O & D TRAFFIC*
ASSIGNED TO ALTERNATE NO. 1

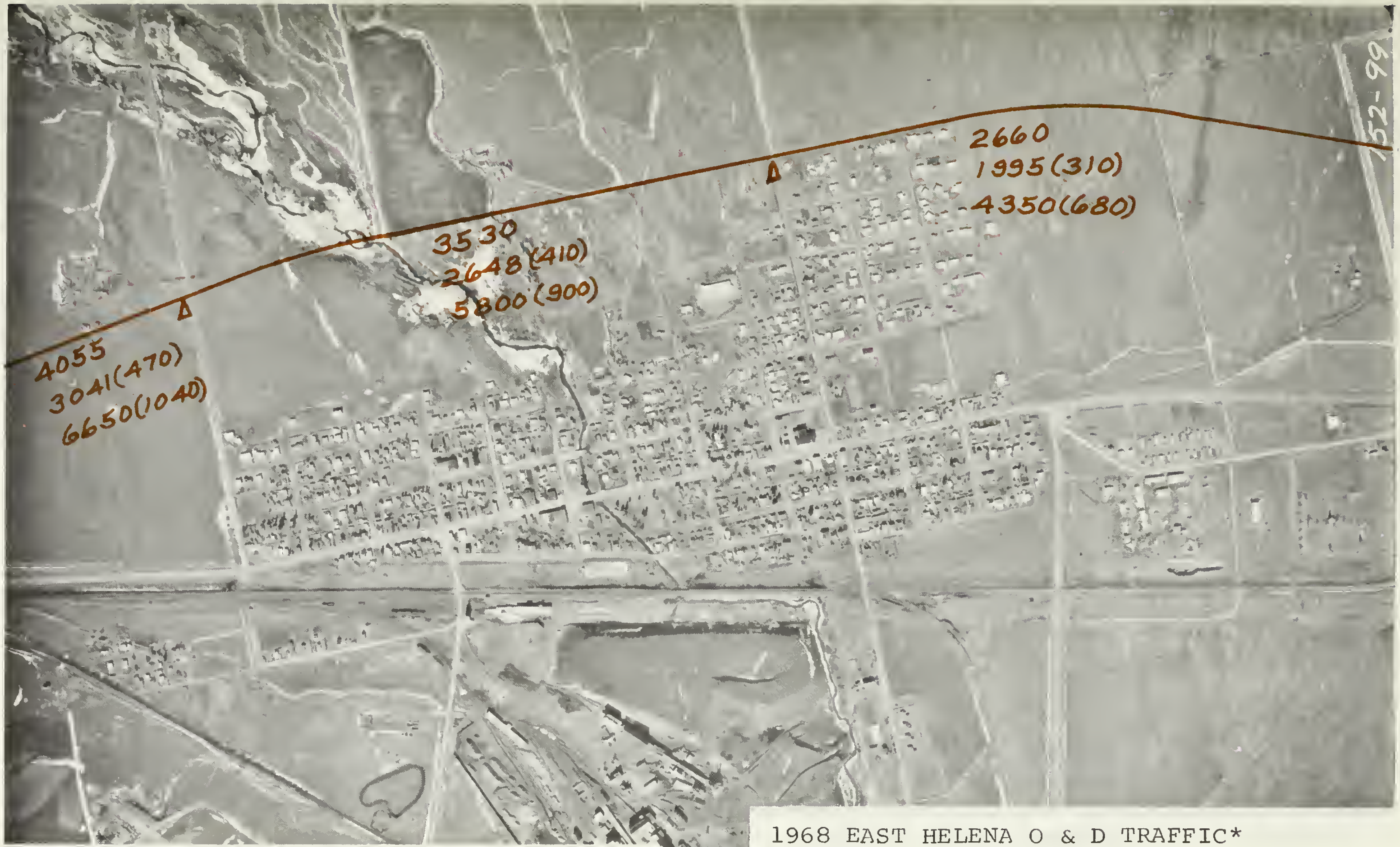
Average Weekday Traffic for June, 1968
Average Daily Traffic for 1968 (D.H.V.)
Forecasted A.D.T. for 1988 (D.H.V.)



*Same notes apply as on Alternate No. 1. One way figures shown on this page are exact halves of figures given for Alternate No. 1.

1968 EAST HELENA EXTERNAL O & D TRAFFIC* ASSIGNED TO ALTERNATE NO. 2

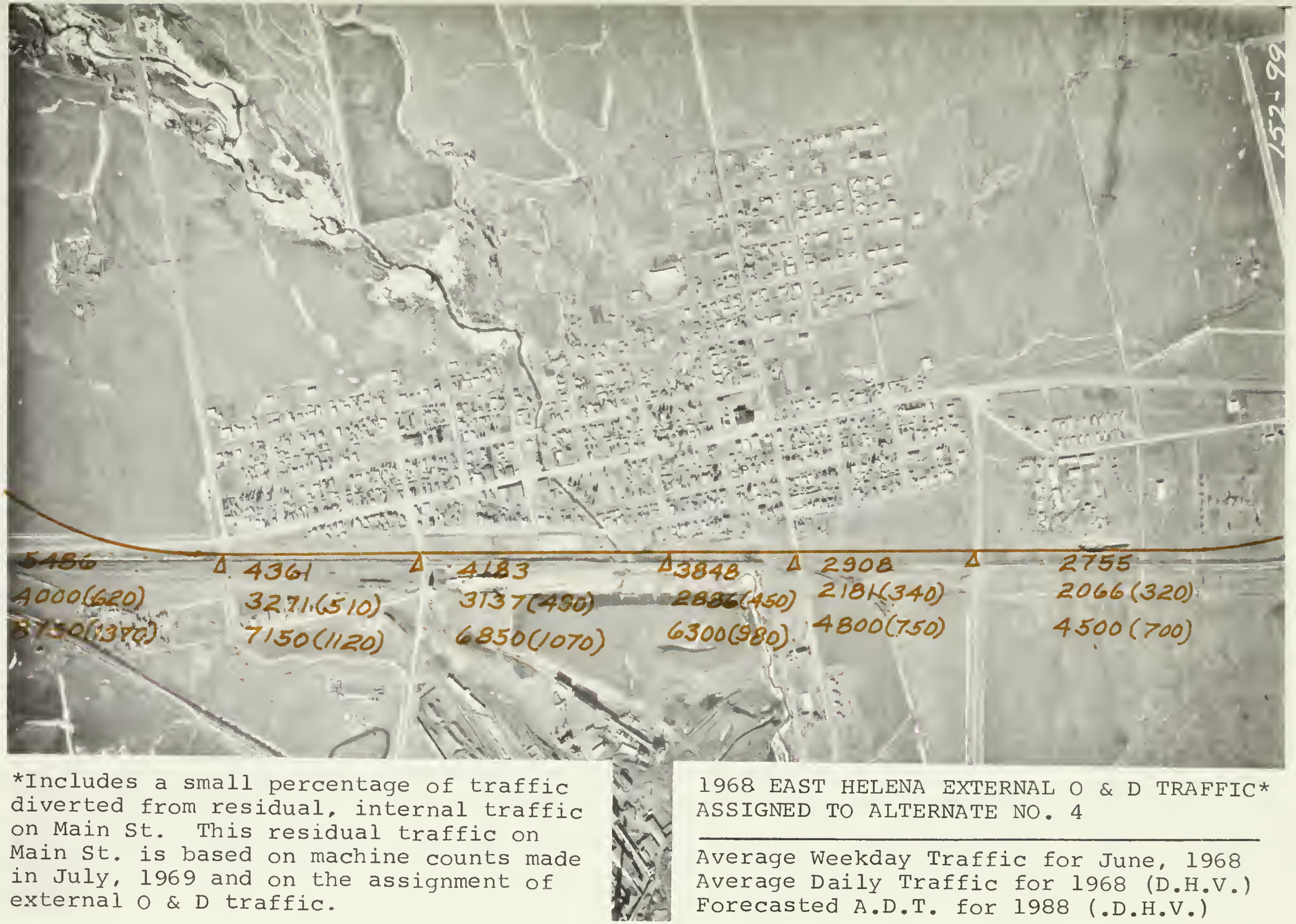
Average Daily Traffic for 1968 (D.H.V.)
Forecasted A.D.T. for 1988 (D.H.V.)



1968 EAST HELENA O & D TRAFFIC*
ASSIGNED TO ALTERNATE ROUTE NO. 3

Average Weekday Traffic for July, 1968
Average Daily Traffic for 1968 (D.H.V.)
Forecasted A.D.T. for 1988 (.D.H.V.)

*Based on the trip interviews made on U.S. 12 east and west of East Helena. It is unlikely that any internal trips in East Helena would be attracted to this routing if constructed.



1968 EAST HELENA EXTERNAL O & D TRAFFIC*
ASSIGNED TO ALTERNATE NO. 4

Average Weekday Traffic for June, 1968
Average Daily Traffic for 1968 (D.H.V.)
Forecasted A.D.T. for 1988 (.D.H.V.)

*Includes a small percentage of traffic diverted from residual, internal traffic on Main St. This residual traffic on Main St. is based on machine counts made in July, 1969 and on the assignment of external O & D traffic.

SECTION THREE

SUMMARY
AND
PROPOSED ROUTE

SUMMARY

As a brief summary, each alternate is listed with some advantages and disadvantages.

Alternate 1 Advantages:

1. Asset to the existing economy.
2. Cheapest alternate.
3. Utilizes present right-of-way on Main Street.

Alternate 1 Disadvantages:

1. Provides no parking on Main Street.
2. Routes all of the traffic past the Grade School on Main Street.

Alternate 2 Advantages:

1. Provides parking on Main Street.
2. Utilizes present right-of-way on Main Street and Clark Street.
3. Paves and maintains two streets within the City of East Helena.

Alternate 2 Disadvantages:

1. Routes the eastbound traffic on Clark Street, which is a residential area.
2. Routes the westbound traffic past the Grade School on Main Street.
3. Most expensive alternate.
4. Routes half of the traffic away from the existing businesses on Main Street.
5. Would take the East Helena Volunteer Fireman's Hall.

Alternate 3 Advantages:

1. Routes the traffic away from the Grade School on Main Street.
2. Bypasses residential areas.
3. Is the fastest and safest alternate for thru traffic.
4. One of the cheaper alternates.

Alternate 3 Disadvantages:

1. Bypasses the existing businesses.
2. Disturbs some irrigation.
3. Disrupts some farming operations.

Alternate 4 Advantages:

1. Bypasses the Grade School on Main Street.
2. Railroad acts somewhat as a barrier to prevent the growth of East Helena south of this route.
3. Stays close to the business district.

Alternate 4 Disadvantages:

1. A residential area lies just to the north of this alternate.

A petition was sent to the Montana State Highway Commission, signed by several owners of property on Main Street and Merchants of East Helena requesting that we consider a couplet using Main Street for westbound traffic and the railroad right-of-way for eastbound traffic. Their feeling was that some of them would be forced to close their businesses if all of the traffic was routed away from Main Street. They also felt that the only

urgent need for an expenditure of highway funds for the next few years is for construction of a four lane highway from the west end of East Helena to Helena.

The following are disadvantages of their proposal:

1. Routes the westbound traffic past the Grade School on Main Street.

2. There would be streets within the couplet between the westbound traffic and the eastbound traffic.

3. It appears that the cost would probably be as much as the cost of Alternate 2 and maybe greater, depending on how far east of East Helena that the couplet would have to extend before it could be connected into a two lane facility.

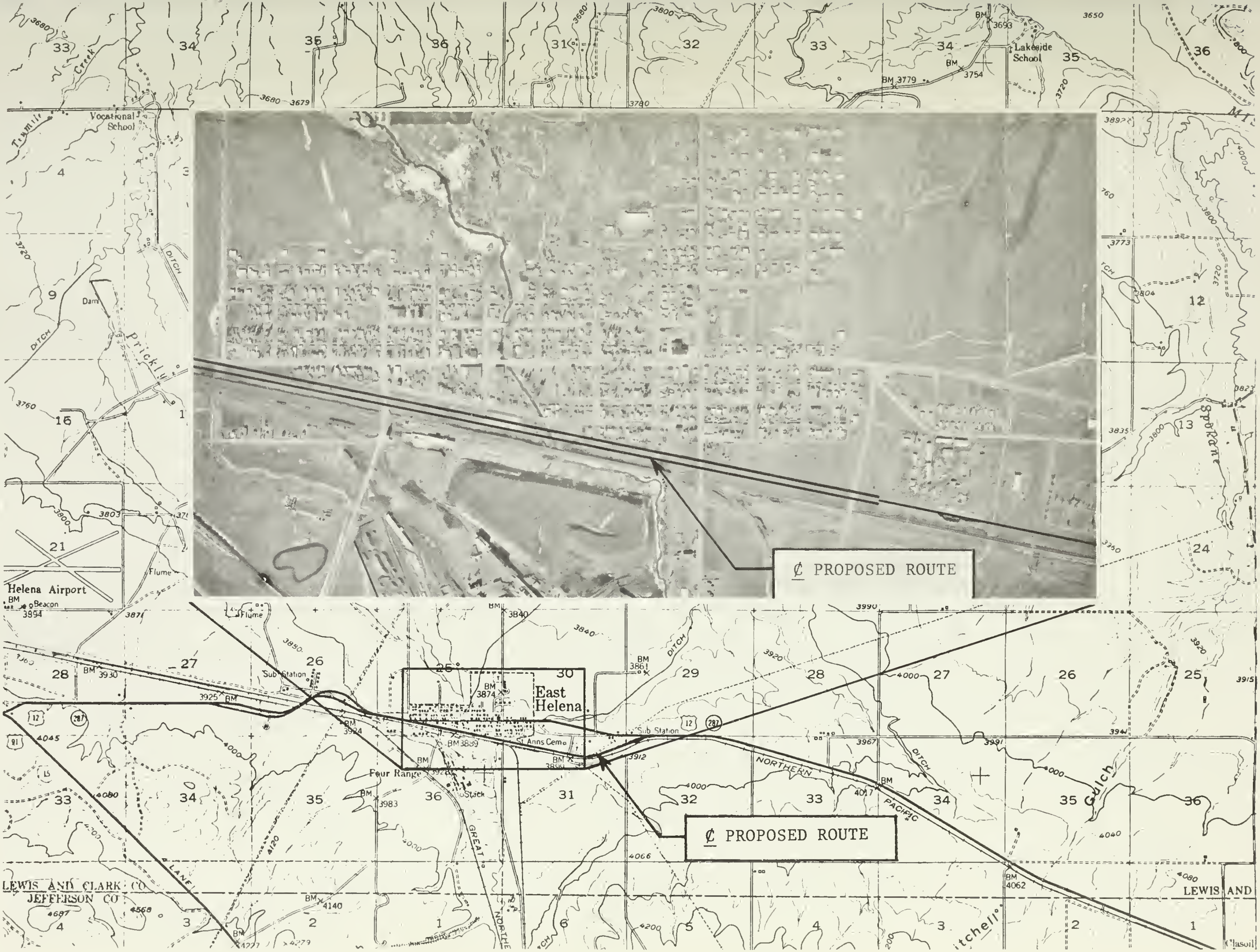
Of the four alternates, Alternate 4 appears to be the best route. This alternate would pass between the south side of East Helena and the Burlington Northern tracks. This would relieve the present problems created by routing the traffic past the Grade School on Main Street. Yet it would keep the traffic close enough to the existing businesses so that they should not be affected as if they were completely bypassed.

Alternate 1 is cheaper, but the present problems associated with having all of the traffic on Main Street would remain. This alternate would also eliminate parking on Main Street.

Alternate 2 is somewhat more expensive. It would route traffic on Main Street and through the residential area along Clark Street.

Alternate 3 is also cheaper and would be a very good alternate for the thru traffic. Because of this alternate's advantages it was proposed as being the most favorable at the Public Hearing.

However, because of the local support for Alternate 4, and it's adoption by the City Council, it is recommended that Alternate 4 be adopted.



₵ PROPOSED ROUTE
₵ PROPOSED ROUTE
East Helena
Helena Airport
Beacon
Vocational School
Lakeside School
Sub Station
Sub Station
St Anns Cem
Four Range
Stack
Dam
Flume
Flume
Prickly
Tenmile Creek
Spokane
Gulch
DITCH
NORTHERN PACIFIC
GREAT NORTHERN
LANE
LEWIS AND CLARK CO
JEFFERSON CO
LEWIS AND
12
287
91

SECTION FOUR

STUDY REPORTS

ORIGIN AND DESTINATION STUDY
EAST HELENA - US 12
1968

Prepared By

MONTANA HIGHWAY COMMISSION

PLANNING SURVEY SECTION

In Cooperation With

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

February 1969

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III	Average Daily Traffic Summary	2
IV	Study Findings	5

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Exhibit No. 3	Dispersion of Trips East of Station No. 1	8
Exhibit No. 4	Dispersion of Trips Both West and East of Station No. 2	10

I INTRODUCTION

This report has been compiled in order to provide current and factual data on the traffic moving between Helena and its neighboring community, East Helena. The steady growth of both incorporated places and the consequent increase in both commuter and business traffic is taxing the capacity of the present facility and is creating higher accident rates. This study is intended to aid in determination of the type of improvements to be made.

II STUDY PURPOSES AND PROCEDURES

The Planning Survey Section, Montana Highway Commission, interviewed traffic on US 12 west and east of East Helena, on June 18, 19, 20, and 21, 1968. The immediate purpose was to determine where the trips on US 12 began and ended and the volume of those trips from each place of origin to each place of destination. The overall purpose was to analyze these traffic patterns and volumes as an initial step in planning for proposed highway construction along the present US 12 traffic corridor.

Only one direction of traffic was interviewed at each station: Station 1, the eastbound traffic at the west city limits of East Helena; and Station 2, the westbound traffic at a location about one-half mile east of the East Helena city limits. The eastbound traffic at Station No. 1 was selected for interviewing as it would provide the best information as to the trips originating in the Helena vicinity. The westbound traffic at Station No. 2 was selected to determine the trips originating out of the area to the east of East Helena. Destinations were also recorded during each interview. It is generally

agreed that trip origins are more accurate than destinations, partly because people may change their destinations after being interviewed, and partly because tourists and others unfamiliar with the area may not know exactly where they will stop next.

As it is quite difficult to interview 100 percent of traffic during peak hour periods, some traffic is flagged through the station to avoid traffic jams and to keep waiting time to a minimum. Also, as it is dangerous to interview at night, the stations were operated only from 6 a.m. in the morning to 9 p.m. in the evening. Later in the tabulating phase, the completed interviews were factored on an hourly basis to compensate for traffic missed during the hours of interview and traffic that was not interviewed during the hours from 9 p.m. to 6 a.m. A final expansion was made to adjust the one-way trips interviewed at each station to two-way traffic volumes.

III AVERAGE DAILY TRAFFIC VOLUMES

The following tabulations summarize traffic volumes passing each of the two interview stations located east and west of East Helena. Actual counts taken during the survey in June 1968 have been adjusted to average daily traffic volumes by the application of seasonal factors. These factors were developed from continuous machine count stations, one of which is located east of East Helena near Interview Station No. 2

AVERAGE DAILY TRAFFIC PASSING STATION NO. 1

WEST OF EAST HELENA

1968 ADT = 4,000

Traffic Classification	Volume	Percent
Montana Cars	2,648	66.2
Out-of-State Cars	552	13.8
Pickups & Panels	604	15.1
Other Trucks and Buses	196	4.9
Total	4,000	100.0

Average number occupants all vehicles = 1.90

Average number occupants local vehicles = 1.77

AVERAGE DAILY TRAFFIC PASSING STATION NO. 2

EAST OF EAST HELENA

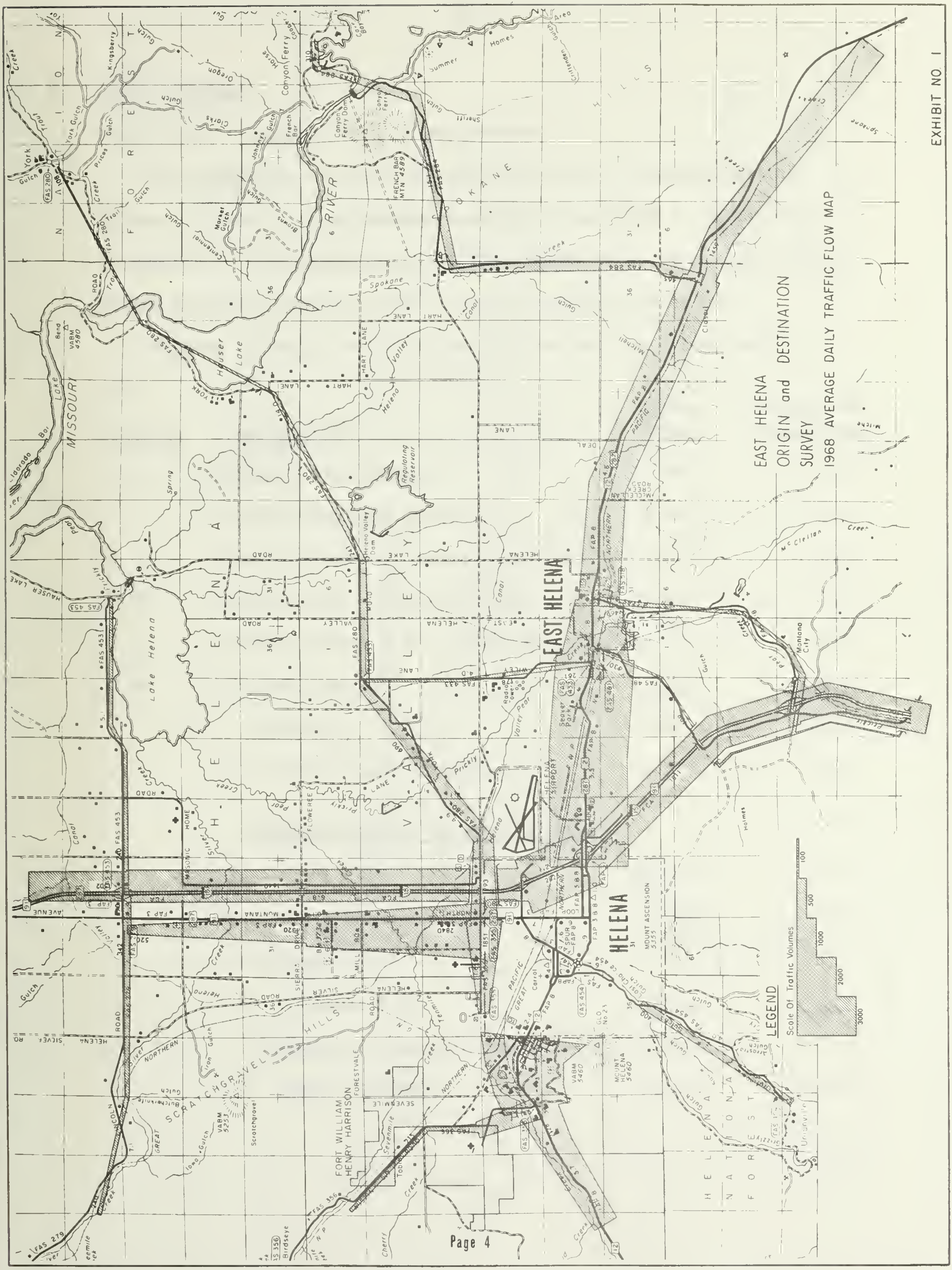
1968 ADT = 2,150

Traffic Classification	Volume	Percent
Montana Cars	1,131	52.6
Out-of-State Cars	527	24.5
Pickups & Panels	320	14.9
Other Trucks and Buses	172	8.0
Total	2,150	100.0

Average number occupants all vehicles = 2.25

Average number occupants local vehicles = 1.84

Average daily traffic volumes on the principal roads and highways in the vicinity of the study area are shown in Exhibit No. 1 on the following page. This is a generalized flow map which shows the overall pattern of traffic volumes in the area.



EAST HELENA ORIGIN and DESTINATION SURVEY 1968 AVERAGE DAILY TRAFFIC FLOW MAP

EXHIBIT NO. I

LEGEND

Scale Of Traffic Volumes

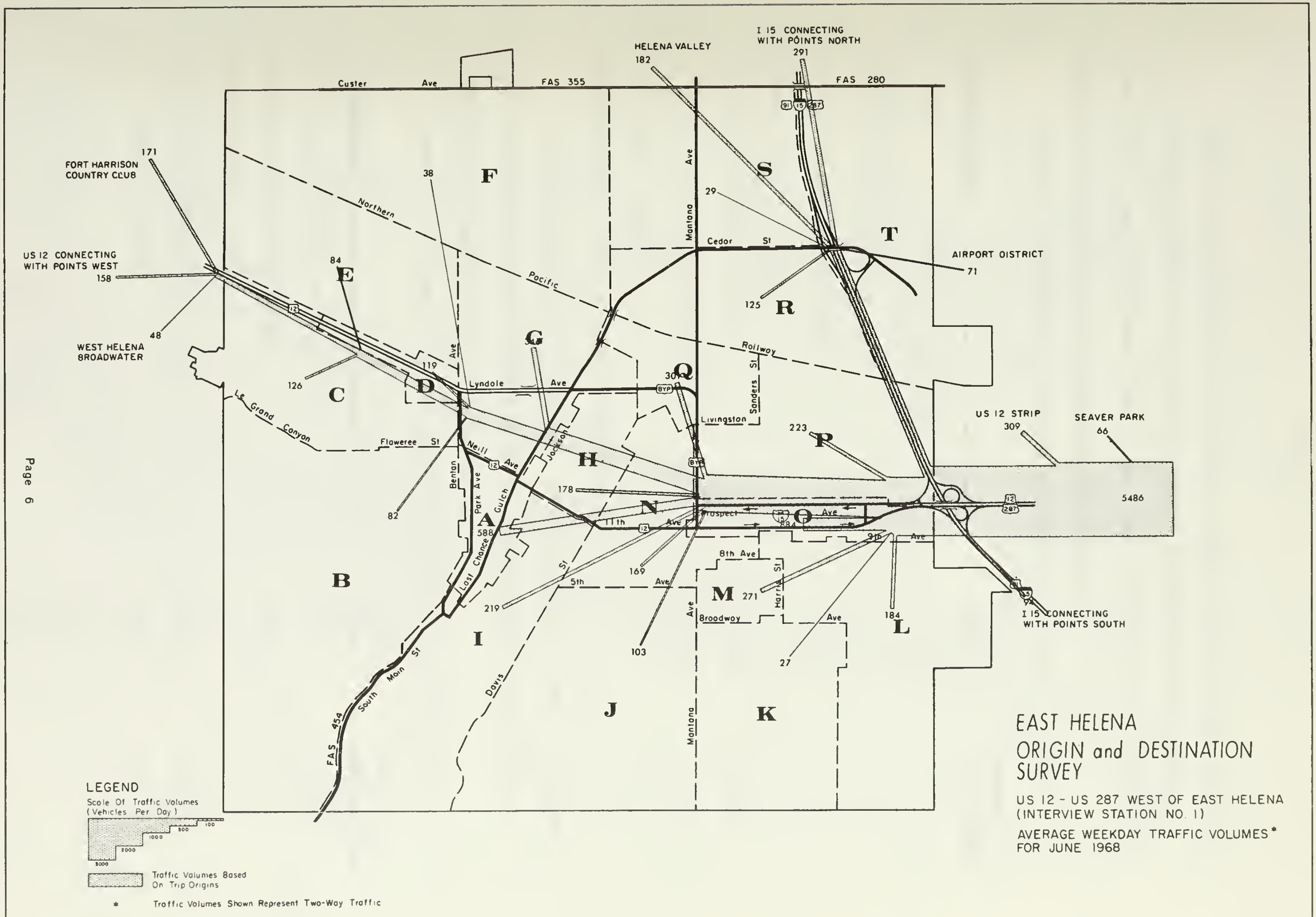
IV STUDY FINDINGS

Station No. 1 -- US 12 West of East Helena

The dispersion of traffic having an origin or destination in Helena or vicinity on an average weekday in June 1968 is illustrated in Exhibit 2. The significant traffic volumes to and from the various Helena districts are also shown in the following tabulations.

Summary of trips having origins or destinations in the Helena area.

District	Description	Number Trips	Percent of Total Trips
O	Prospect-11th Avenue	884	16.1
A	Central Business District	588	10.7
G	North of Central Business District	346	6.3
V	US 12 Strip -- East of Helena	309	5.6
Q	Hustad Center -- N.P. Depot District	301	5.5
M	Capital Complex	271	5.0
	Subtotal	2,699	49.2
	All Other Helena Districts	1,837	33.5
	THROUGH TRIPS -- NO STOPS HELENA		
	East-North I-15	291	5.3
	East-North Montana Avenue	182	3.3
	East-West US 12	383	7.0
	East -- South I 15	94	1.7
	Subtotal - Through Trips	950	17.3
	TOTAL ALL TRIPS	5,486	100.0



EAST HELENA
ORIGIN and DESTINATION
SURVEY

US 12 - US 287 WEST OF EAST HELENA
(INTERVIEW STATION NO. 1)

AVERAGE WEEKDAY TRAFFIC VOLUMES*
FOR JUNE 1968

EXHIBIT NO. 2

Trips passing Station 1 that had an origin or destination east of the interview station on an average weekday in June 1968 are shown in Exhibit 3. The significant traffic patterns illustrated in this Exhibit are also summarized in the following tabulation.

Summary of trips having origins or destinations east of Station No. 1.

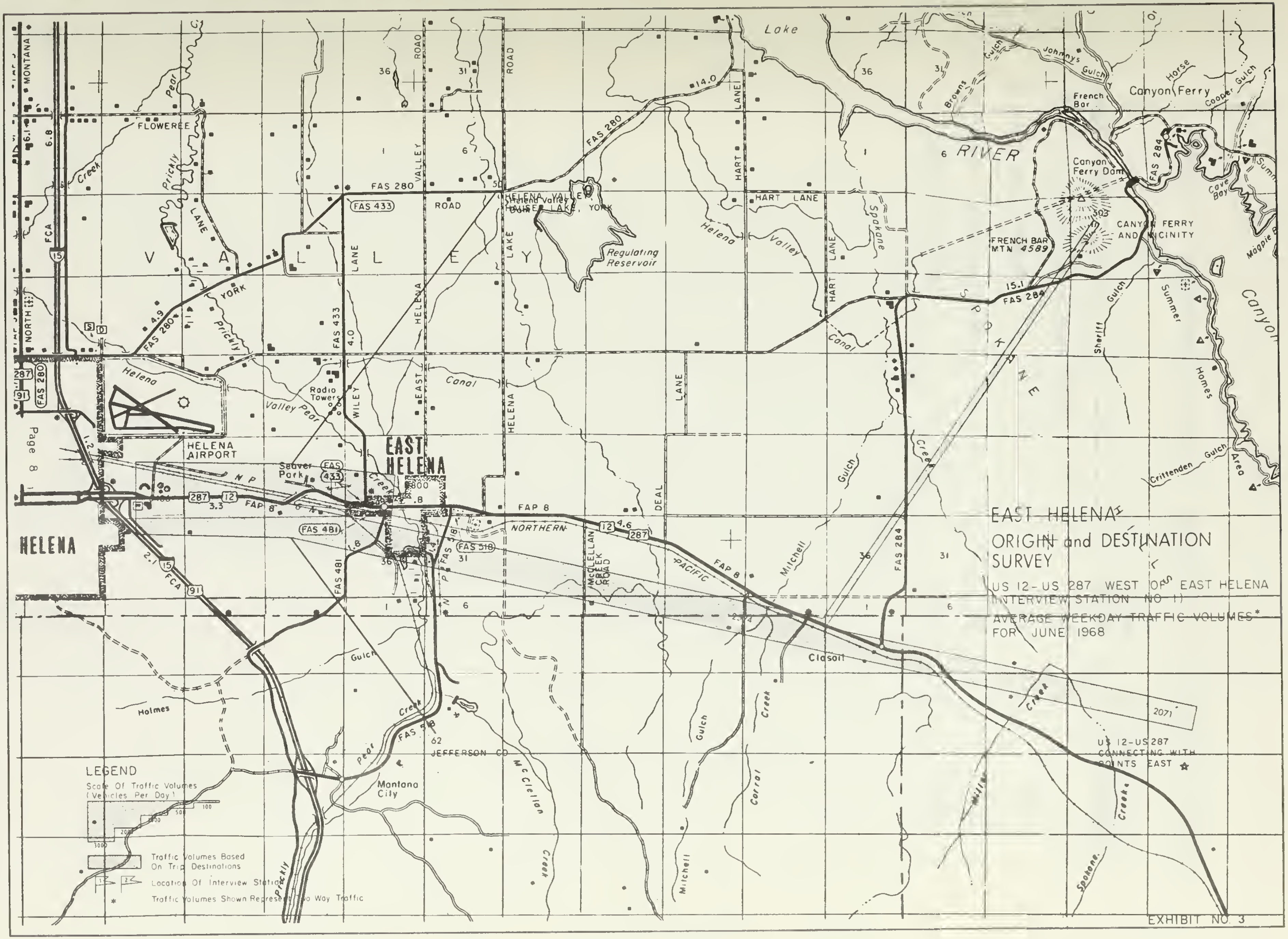
Description	Number Trips	Percent of Total Trips
Origin or destination - East Helena	2,800	51.0
Through East Helena US 12 and Mont 287 - East	2,071	37.8
Canyon Ferry and Vicinity	503	9.2
Helena Valley - North	50	0.9
Jefferson County - South	62	1.1
Subtotal - Through Trips	2,686	49.0
TOTAL ALL TRIPS	5,486	100.0

Station No. 2 -- US 12 East of East Helena

Exhibit 4 illustrates the origin and destination of all trips passing Station No. 2 on an average weekday in June 1968. The following tabulations summarize these trip patterns.

Summary of trips having origins or destinations east of Station No. 2.

Description	Number Trips	Percent of Total Trips
US 12 and Mont 287 -- East	2,071	73.0
Canyon Ferry and Vicinity	544	19.2
Helena Valley - North	146	5.1
Lewis and Clark County - South	76	2.7
TOTAL ALL TRIPS	2,837	100.0



EAST HELENA ORIGIN and DESTINATION SURVEY

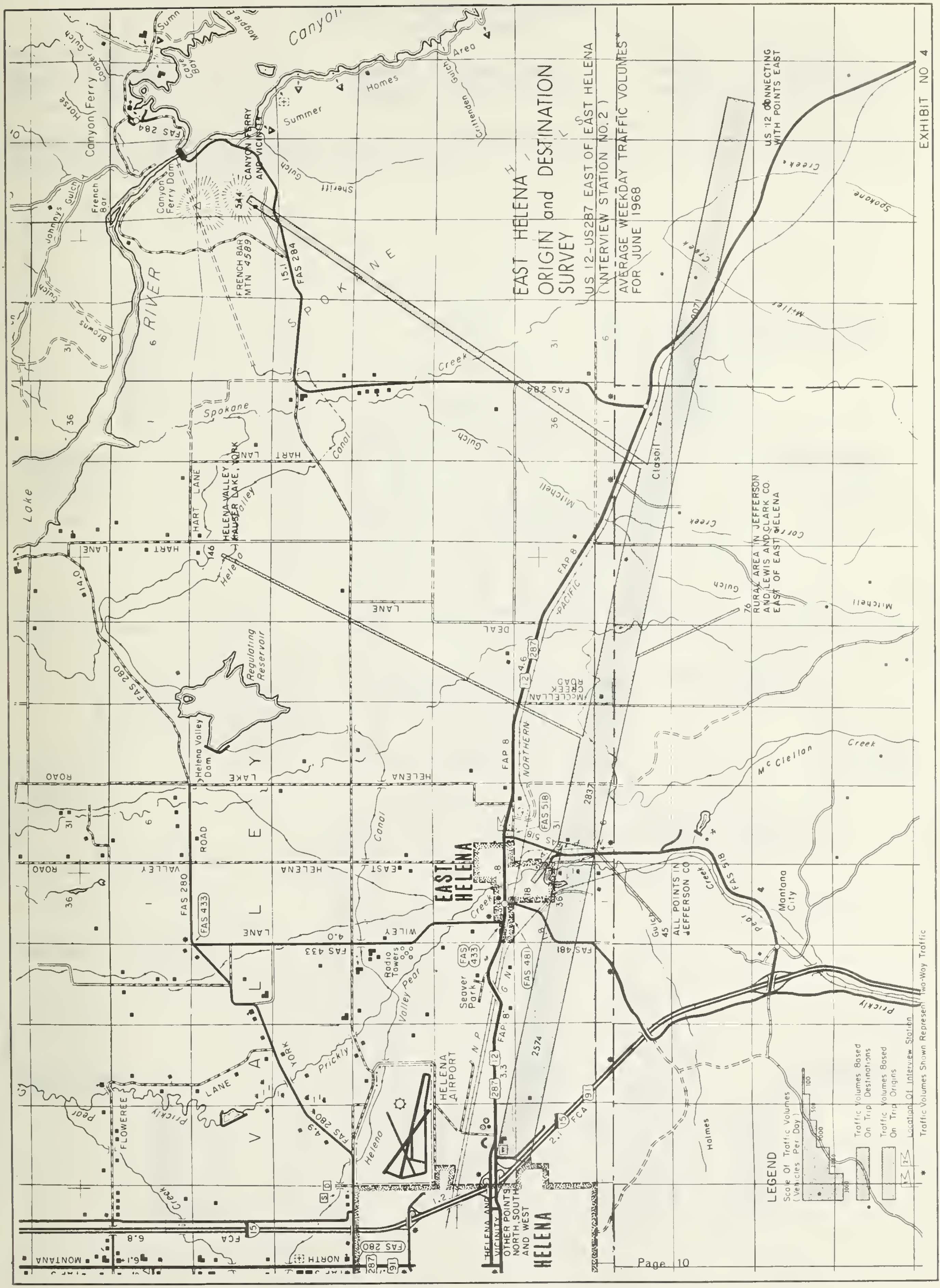
US 12-US 287 WEST OF EAST HELENA (INTERVIEW STATION NO. 1)

AVERAGE WEEKDAY TRAFFIC VOLUMES* FOR JUNE 1968

EXHIBIT NO. 3

Summary of trips having origins or destinations west of Station No. 2.

Description	Number Trips	Percent of Total Trips
Origin or destination East Helena	218	7.7
Through East Helena	2,574	90.7
Jefferson County - South	45	1.6
TOTAL ALL TRIPS	2,837	100.0


EAST HELENA
ORIGIN and DESTINATION
SURVEY
US 12-US287 EAST OF EAST HELENA
(INTERVIEW STATION NO. 2)
AVERAGE WEEKDAY TRAFFIC VOLUMES*
FOR JUNE 1968
LEGEND
Scale Of Traffic Volumes (Vehicles Per Day)
100
500
1000
1500
Traffic Volumes Based On Trip Destinations
Traffic Volumes Based On Trip Origins
Location Of Interview Station
* Traffic Volumes Shown Represent Two-Way Traffic
EXHIBIT NO 4
Page 10
HELENA
HELENA AND VICINITY OTHER POINTS NORTH, SOUTH AND WEST
EAST HELENA
HELENA AIRPORT
HELENA VALLEY
CANYON FERRY AND VICINITY
HELENA VALLEY HAUSER LAKE, YORK
FRENCH BAR MTN 4589
US 12 CONNECTING WITH POINTS EAST
RURAL AREA IN JEFFERSON AND LEWIS AND CLARK CO. EAST OF EAST HELENA
ALL POINTS IN JEFFERSON CO
Montana City
Canyon Ferry
Canyon Ferry Dam
French Bar
Helena Valley Dam
Regulating Reservoir
Radio Towers
Seaver Park
Clasoil
Summer Homes Area
Lake
RIVER
SPOKANE
VALLEY
FAS 280
FAS 284
FAS 433
FAS 481
FAS 518
FAP 8
FCA
12
15
91
287
NORTHERN PACIFIC
2574
2837
2071
544
1.2
2.1
3.3
4.0
4.6
4.9
6.1
6.8
14.0
15.1
6
31
36
45
76
146
HART LANE
LAKE HELENA
VALLEY ROAD
DEAL LANE
WILEY
McCLELLAN CREEK ROAD
YORK
FLOWEREE
MONTANA
NORTH
Prickly Pear
Spokane Creek
McClellan Creek
Mitchell Gulch
Sheriff Gulch
Crittenden Gulch
Holmes Gulch
Johnnys Gulch
Browns Gulch
Canal

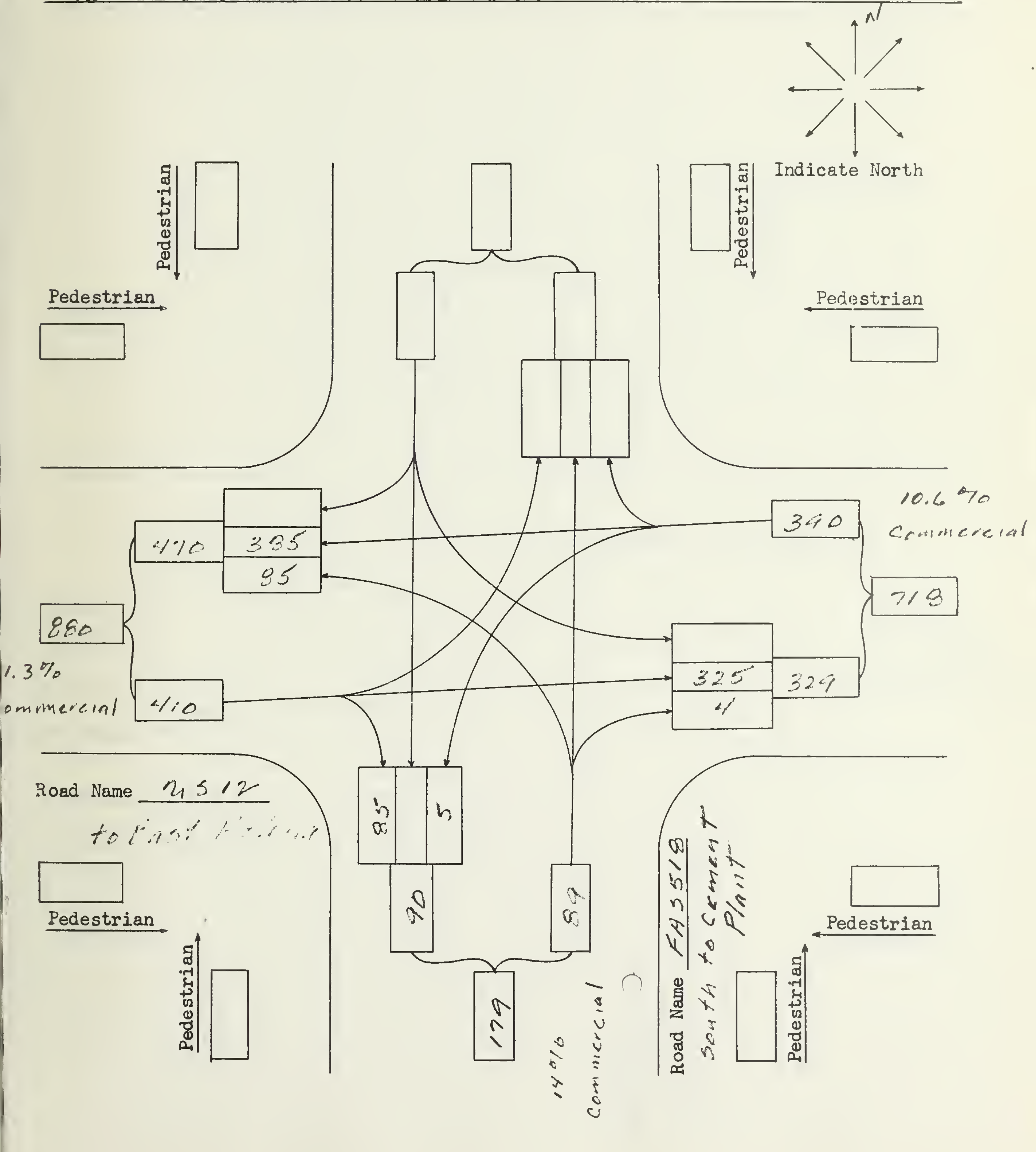
MONTANA HIGHWAY COMMISSION
PLANNING SURVEY

VEHICLE VOLUME SUMMARY
Regular Intersection

Time Period:
From 8A
To 4 Pm

Date 2/4/68
Weather P. Cloudy
Prepared by Donovan

Location Three Way Jct. U.S. 12 and FAS 518 0.5 miles east of East Helena



Road Name US 12 to East Helena

Road Name FAS 518 South to Cement Plant

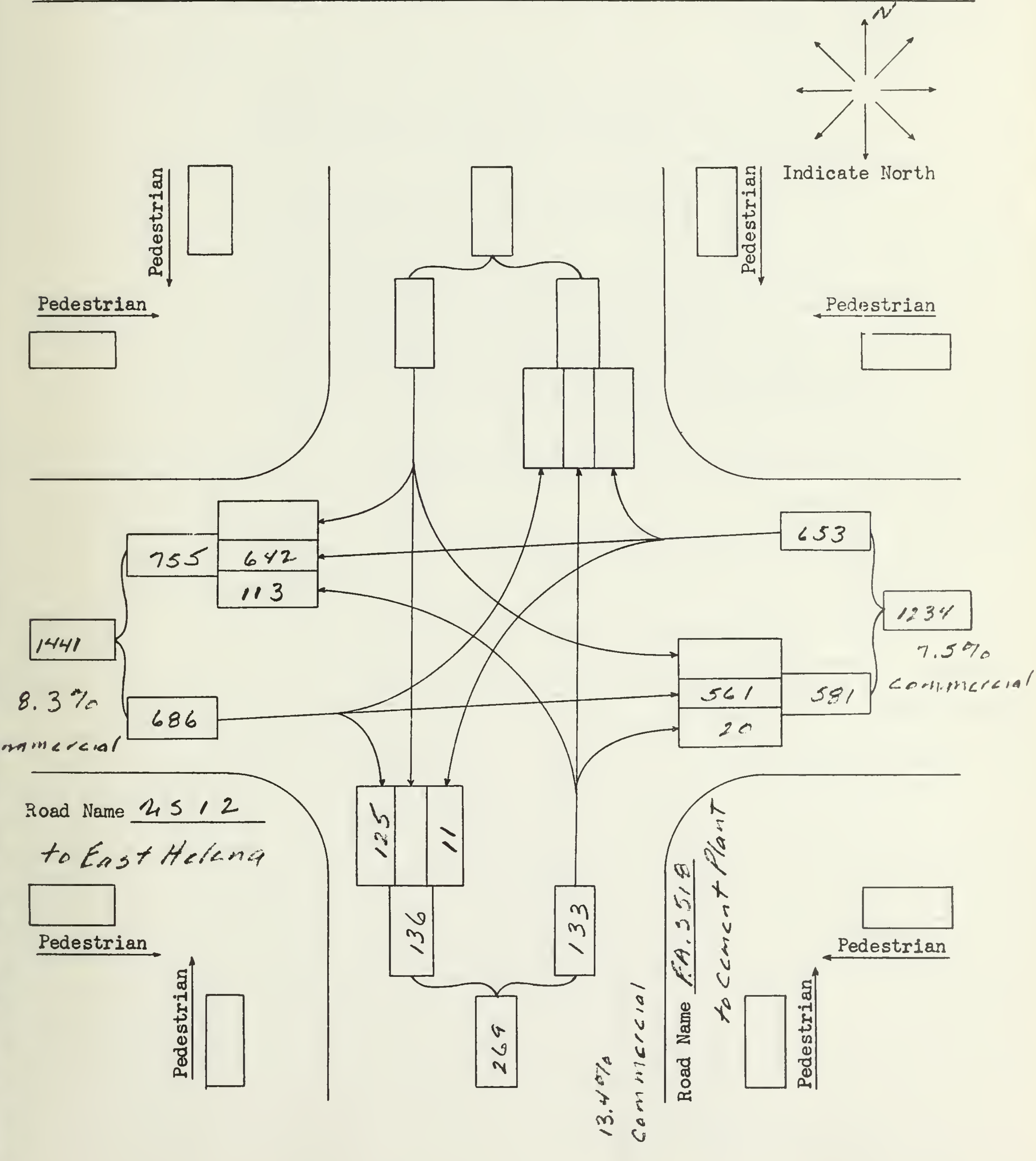
MONTANA HIGHWAY COMMISSION
PLANNING SURVEY

Time Period:
From 6 A.M.
To 2 P.M.

VEHICLE VOLUME SUMMARY
Regular Intersection

Date 7/26/68
Weather P. Cloudy
Prepared by Donovan

Location Three Way Junction of U.S. 12 and F.A.S 518 0.5 Mile east of East Helena



Road Name US 12
to East Helena

Road Name F.A.S 518
to Cement Plant

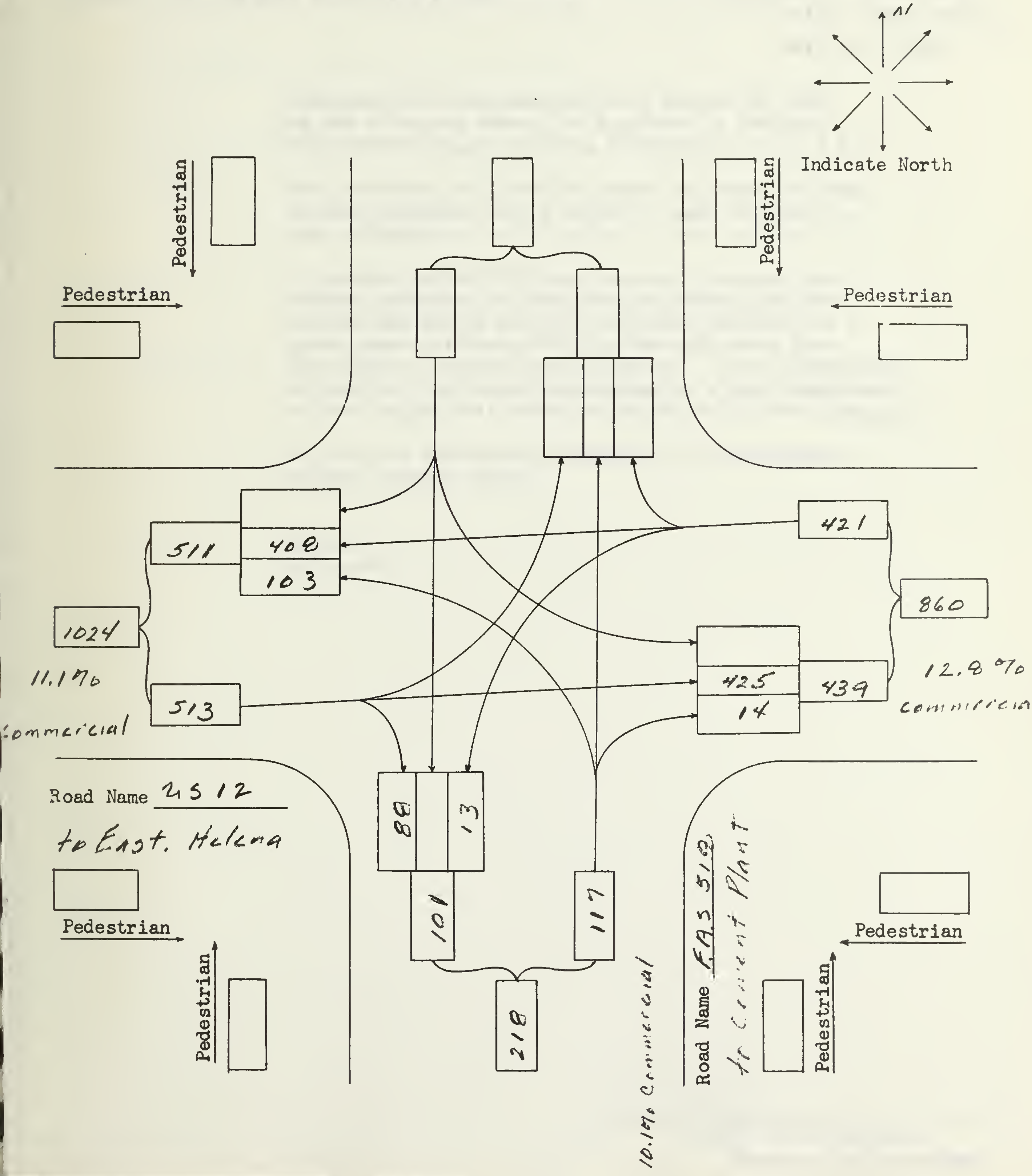
MONTANA HIGHWAY COMMISSION
PLANNING SURVEY

Time Period:
From 8 A.M
To 4 P.M

VEHICLE VOLUME SUMMARY
Regular Intersection

Date 11/12/68
Weather Cloudy
Prepared by Donovan

Location Three Way Junction of U.S.12 and F.A.S.518 0.5 Mile east of East Helena



S. F Comm.—Form 4 A

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To **Robert E. Champion, P.E., Chief R/W Agent**

Date **December 15, 1969**

From **J. V. Keyes, District R/W Supervisor**

Subject: **F - 77 (17) P.E.**
Helena - East Helena
Ref: 62 - JAP

Complying with your memorandum of October 1, 1969 we are attaching hereto, in duplicate, a Narrative Right-of-Way Report covering alternates 1 - 2 - 3 & 4.

Also enclosed is a detailed parcel by parcel estimate of each alternate with a sketch of same attached to each alternate.

In completing RWA-123 (Rev.) we have indicated the station numbering and the owner of record, but have omitted the Before and After Estimate of Value, as a great number of these will involve only short form appraisals....varying from 16 to 36. It is conservative to conclude that actual appraising by a Staff Appraiser of this project will require from 90 to 175 days (one man).

If you need additional information on this proposed project, please advise.

JVK:ls
Enclosure

J V Keyes

Avoid Verbal Instructions

District R/W Supervisor

NARRATIVE RIGHT OF WAY REPORT
ALTERNATES: 1 - 2 - 3 & 4

PROJECT NO: F - 77 (17) P.E.

DESIGNATION: Helena - East Helena

COUNTY: Lewis and Clark

LENGTH OF PROJECT: 7.1 ± miles

LOCATION: This project begins at Station 18+30± , just to the East of the Capitol Interchange on the easterly side of Helena. The project extends to Station 395+25± approximately 3 miles East of East Helena.

DESCRIPTION: This project consists of re-building the present two-lane highway into a four-lane facility. This project (Alternate #1) will generally overlay the existing two-lane facility.

Alternate #2 will generally overlay the existing two-lane facility except where it proposes to use Clark Street for the east bound lanes and Main street for the west bound lanes. Clark Street is located one block South of Main Street.

Alternate #3 will overlay the existing two-lane facility except where it swings around to the North side of East Helena, where it parallels Lewis Street. The alignment then swings back to the South, where it again joins the P.T.W.,about 1 3/4 miles East of East Helena.

Alternate #4 will overlay the existing two-lane facility except where it swings to the South and parallels the railroad on the railroad right of way; the alignment then moves back North where it again joins the P.T.W. about a mile East of East Helena.

AREA DATA: The area traversed by this project is comprised of small acreage homesites, farm land, city property and railroad right of way.

MAIL ROUTES: The mail route for the present travelled way originates in Helena. The route goes from Helena to East Helena to Claysoil , to Canyon Ferry and back with rural delivery along the whole route. Mail routes will not be affected by this project.

SCHOOL BUS ROUTES: The present school bus route runs between Helena and East Helena and East Helena and Canyon Ferry. There are route pickups between East Helena and Canyon Ferry, and also at East Helena. There are no pickups between Helena and East Helena. School bus routes are not affected by this project.

ACCESS: Access involving private ownerships, school bus routes, mail routes, stock movements, utilities, Forest Service and B.L.M.Lands will not be affected on any of the four routes.

IRRIGATION SYSTEMS: There will be very little irrigation disturbed on Alternates 1 - 2 & 4, however, on Alternate #3 there are approximately six (6) main ditches to cross and possibly several field laterals that would be disturbed. The ditches are at approximate Stations 155± , 185± , 190± , 201+75± , 212± , and 275± .

RELOCATIONS: On Alternate #1, there are two sets of improvements in the right of way. On Alternate #2 there are about ten sets of improvements within the right of way. On Alternate #3 there are three sets of improvements

within the right of way, and on Alternate #4 there are about three sets of buildings within the right of way. On Alternate #4 the improvements are mostly old sheds within the railroad right of way.

SOCIAL: The project involves four alternates, traversing a total length of approximately seven (7) miles, a substantial amount of such alignment lying within the limits of the city of East Helena. Therefore, the social, recreation, fire protection and local employment is not involved, as the alignment does not invade any of the existing facilities as such, with the single exception of the Volunteer Fire Hall , located on Alternate #2. The Fire Hall will have to be relocated.

BUSINESS DISTRICT: Loss of curb-side parking on Main Street of East Helena would be an economic factor of great concern. Both alternates 1 and 2 could cause loss of curb-side parking.

LAND PRICES USED IN THIS REPORT:

Irrigated Crop	$ 350.00 per acre
Dry Crop	$ 150.00 per acre
Suburban Homesite	$ 750.00 per acre.

The homesite land values were arrived at by reference to the Helena-York project. S - 72 (4)

Land values for the railroad are generally based upon the adjoining property values. In this case, the adjoining land values are townsite properties with an estimated value of $.10 per square foot , or $4,350. per acre, rounded to $4,500.00. The values for these townsite properties were estimated by discussion with realtors located in Helena. After an inspection of the area, it is my opinion that the remaining land adjoining the railroad,and also the right of way itself is not too desirable for building sites. It also is not too desirable for industrial sites because of the close proximity of the business district and the somewhat restricted access. It is therefore felt that a more realistic land value for the railroad right of way would be estimated at $2000.00 per acre for the area adjacent to the townsite.

TOTAL ESTIMATED COSTS OF ALTERNATES:

Alternate #1	$ 82,075.00	Approximately 30 parcels.
Alternate #2	$237,947.50	Approximately 36 parcels.
Alternate #3	$92,992.50	Approximately 20 parcels.
Alternate #4	$120,662.50	Approximately 16 parcels.

Clarence M. Peterson

CLARENCE M. PETERSON
December 10, 1969

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F-77 (17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Alternate 1

Parcel No.	Owner	Stations From	Stations To	Value Before Taking	Value After Taking	JUST COMPENSATION: Land	JUST COMPENSATION: Imps	JUST COMPENSATION: Damages	Total
1.	McMaster	541+30 Lt.	-65+50 Lt			$435.00			$ 435.00
2.	Reber	67+70 Lt.	-71+15 Lt			165.00			165.00
3.	Dobis	71+15 Lt.	-77+70 Lt			337.50			337.50
4.	Reber	77+70 Lt.	-81+00 Lt			165.00			165.00
5.	Kleffner	81+00	-94+60			2,880.00			2,880.00
6.	Johnson	94+60 Rt.	-122+00 Rt			10,000.00			10,000.00
7.	Hatfield	122+00 Rt.	-130+00 Rt			2,250.00			2,250.00
8.	Great Northern RR	130+00 Rt.	-138+00 Rt			690.00			690.00
9.	Park	138+00 Lt.	-140+00 Lt			330.00			330.00
10.	Millegan	139+50 Lt.	-141+40 Lt			135.00			135.00
11.	Roope	141+00 Lt.	-143+00 Lt			420.00	10,000.00		10,420.00
12.	Millegan	143+00 Lt.	-144+40 Lt			135.00			135.00
13.	Pugh	142+50	- 152+20			5,475.00	32,500.00	725.00	38,700.00
14.	Lamping	152+20	- 178+00			4,900.00			4,900.00
15.	Great Northern RR	173+30 Rt.	- 183+20Rt			400.00			400.00
16.	Diehl Ranch Co.	235+50 Lt.	- 249+00Lt			420.00			420.00
17.	McDonald	235+50 Rt.	- 249+50Rt			337.50			337.50
18.	Larson Realty	249+00 Lt.	- 255+50Lt			172.50			172.50
19.	Larson	249+50 Rt.	- 255+70Rt			165.00			165.00
20.	Chovanak	255+50 Lt.	- 262+30Lt			180.00			180.00
21.	Casey	255+70 Rt.	- 262+70Rt			180.00			180.00
22.	Kleffner	262+30 Lt.	- 271+30Lt			300.00			300.00
23.	Armstrong	271+30 Lt.	- 274+00Lt			127.50		5,000.00	5,127.50
24.	Vosen	269+00 Rt.	- 270+40Rt			50.00			50.00
25.	L.L. Lamping	270+40 Rt.	- 271+50Rt			50.00			50.00

APPRAISER: Clarence M. Peterson

TOTAL:

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F - 77(17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Parcel No.	Owner	Stations		Value Before Taking	Value After Taking	JUST COMPENSATION:			
		From	To			Land	Imps	Damages	Total
26.	Vosen	271+50 Rt	273+30 Rt			$ 120.00			$ 120.00
27.	C. L. Lamping	273+30 Rt	275+30 Rt			135.00			135.00
28.	Kleffner	274+00 Lt	289+00 Lt			1,050.00			1,050.00
29.	Northern Pacific Ry	285+30 Rt	386+00 Rt			1,050.00			1,050.00
30.	Diehl Ranch Co	289+00 Lt	375+30 Lt			795.00			795.00

APPRAISER: Clarence M. Peterson

Clarence M. Peterson

TOTALS: $2,075.00

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F - 77(17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Alternate 2

Parcel No.	Owner	Stations From	Stations To	Value Before Taking	Value After Taking	JUST COMPENSATION: Land	Imps	Damages	Total
1.	McMaster	54+30 Lt.	-65+50 Lt.			$ 435.00			$ 435.00
2.	Reber	67+70 Lt.	-71+15 Lt.			165.00			165.00
3.	Dobis	71+15 Lt.	-77+70 Lt.			337.50			337.50
4.	Reber	77+70 Lt.	-81+00 Lt.			165.00			165.00
5.	Kleffner	81+00	-94+60			2,880.00			2,880.00
6.	Johnson	94+60 Rt.	-122+00 Rt.			10,000.00			10,000.00
7.	Hatfield	122+00 Rt.	-130+00 Rt			2,250.00			2,250.00
8.	Great Northern RR	130+00 Rt.	-138+00 Rt.			690.00			690.00
9.	Park	138+00 Lt.	-140+00 Lt.			330.00			330.00
10.	Millegan	139+50 Lt.	-141+40 Lt.			135.00			135.00
11.	Roope	141+00 Lt.	-143+00 Lt.			420.00	10,000.00		10,420.00
12.	Millegan	143+00 Lt.	-144+40 Lt.			135.00			135.00
13.	Pugh	142+50	-152+20			5,475.00	32,500.00	725.00	38,700.00
14.	Lamping	152+20	-178+00			4,900.00			4,900.00
15.	Great Northern RR	180+00	-201+00			6,600.00	1,500.00		8,100.00
16.	Joseph &Mary Sasek	203+70	E.B.Lane				8,000.00		8,000.00
17.	Joe Sr.& Mary Pistelak	204+50	E.B.Lane				12,500.00		12,500.00
18.	City of E.Helena	205+70	E.B.Lane				20,000.00		20,000.00
19.	Mary Ann Smith & Frances Kath.Rigler	206+30	E.B.Lane				16,750.00		16,750.00
20.	Anton Ambro	206+50	E.B.Lane			350.00			350.00
21.	Matt J. Chenkovich	206+80	E.B.Lane			350.00			350.00
22.	Clark & Mary Pyfer	207+20	E.B.Lane				7,500.00		7,500.00

APPRAISER: Clarenee M. Peterson

TOTAL: ____

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F - 77 (17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Parcel No.	Owner	Stations From	Stations To	Value Before Taking	Value After Taking	JUST COMPENSATION: Land	Imps	Damages	Total
23.	Donald J. and Nina J. Gruber	207+70	E.B.Lane				$18,500.00		$18,500.00
24.	Sustarsic & Harrison	208+40	E.B.Lane				8,500.00		8,500.00
25.	Anderson	235+65	267+50 E.B.				30,000.00		30,000.00
26.	Diehl Ranch Co.	235+50	249+00 W.B.		615.00				615.00
27.	McDonald	238±	249+30			3,225.00	21,750.00		24,975.00
28.	Larson	249+30	255± E.B.L.			825.00			825.00
29.	Larson Realty	249±	255+50 Lt.			337.50			337.50
30.	Chovanak	255+50	262+30 Lt.			360.00			360.00
31.	Casey	255+70	262+70 Rt.			180.00			180.00
32.	Kleffner	262+70	271+30 Lt.			465.00			465.00
33.	Armstrong	271+30	274± Lt.			127.50		5,000.00	5,127.50
34.	Kleffner	274±	289± Lt.			1,125.00			1,125.00
35.	Diehl Ranch Co.	289±	375+30 Lt.			795.00			795.00
36.	Northern Pacific R.R.	285+30	386± Rt.			1,050.00			1,050.00

APPRAISER: Clarence M. Peterson

Clarence M. Peterson

TOTAL: $237,947.50

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F - 77(17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Alternate 3

Parcel No.	Owner	Stations From	Stations To	Value Before Taking	Value After Taking	JUST COMPENSATION: Land	JUST COMPENSATION: Imps	JUST COMPENSATION: Damages	JUST COMPENSATION: Total
1.	McMaster	54+30 Lt.	-65+50 Lt.			$ 435.00			$ 435.00
2.	Reber	67+70 Lt.	-71+15 Lt.			165.00			165.00
3.	Dobis	71+15 Lt.	-77+70 Lt.			337.50			337.50
4.	Reber	77+70 Lt.	-81+00 Lt.			165.00			165.00
5.	Kleffner	81+00	-94+60			2,880.00			2,880.00
6.	Johnson	94+60 Rt.	-122+00 Rt.			10,000.00			10,000.00
7.	Hatfield	122+00 Rt.	-130+00 Rt.			2,250.00			2,250.00
8.	Great Northern RR.	130+00 Rt.	-138+00 Rt.			690.00			690.00
9.	Park	138+00 Lt.	-140+00 Lt.			330.00			330.00
10.	Millegan	139+50 Lt.	-141+40 Lt.			135.00			135.00
11.	Roope	141+00 Lt.	-143+00 Lt.			420.00	10,000.00		10,420.00
12.	Millegan	143+00 Lt.	-144+40 Lt.			135.00			135.00
13.	Pugh	142+50	-152+20			5,475.00	32,500.00	725.00	38,700.00
14.	Lamping	152+20±	- 193			8,680.00	8,500.00		17,180.00
15.	Dartman	193±	-220±			2,975.00			2,975.00
16.	Greenfield	220±	-233±			645.00			645.00
17.	Diehl Ranch Co.	233±	-246±50±			675.00			675.00
18.	Kleffner	246±50	- 286±			2,370.00			2,370.00
19.	Diehl Ranch Co.	286+	- 377±50±			1,455.00			1,455.00
20.	Northern Pacific RR	321±	- 388±			1,050.00			1,050.00

APPRAISER: Clarence M. Peterson

Clarence M. Peterson

TOTAL: $92,992.50

RWA 124

SUMMARY OF PARCEL ESTIMATES

PROJECT NO. F - 77 (17) P.E. DESIGNATION Helena - East Helena DATE December 10, 1969

Alternate 4

Parcel No.	Owner	Stations From	Stations To	Value Before Taking	Value After Taking	JUST COMPENSATION: Land	Imps	Damages	Total
1.	McMaster	54+30 Lt.	-65+50 Lt.			$ 435.00			$ 435.00
2.	Reber	67+70 Lt.	-71+15 Lt.			165.00			165.00
3.	Dobis	71+15 Lt.	-77+70 Lt.			337.50			337.50
4.	Reber	77+70 Lt.	-81+00 Lt.			165.00			165.00
5.	Kleffner	81+00	-94+60			2,880.00			2,880.00
6.	Johnson	94+60 Rt.	-122+00 Rt			10,000.00			10,000.00
7.	Hatfield	122+00 Rt.	-130+00 Rt			2,250.00			2,250.00
8.	Great Northern RR	130+00 Rt.	-138+00 Rt			690.00			690.00
9.	Park	138+00 Lt.	-140+00 Lt			330.00			330.00
10.	Millegan	139+50 Lt.	-141+40 Lt			135.00			135.00
11.	Roope	141+00 Lt.	-143+00 Lt			420.00	10,000.00		10,420.00
12.	Millegan	143+00 Lt.	-144+40 Lt			135.00			135.00
13.	Pugh	142+50	-152+20			5,475.00	32,500.00	725.00	38,700.00
14.	Lamping	152+20	-178±			4,900.00			4,900.00
15.	Great Northern RR	178±	- 387± Rt.			46,825.00	1,500.00		48,325.00
16.	Diehl Ranch Co.	289±	- 378+80 Lt			795.00			795.00

APPRAISER: Clarence M. Peterson

Clarence Peterson

TOTAL: $120,662.50

S. H. Comm.—Form 4

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To **Robert E. Champion, P.E., Chief R/W Agent**

From **J. V. Keyes, District R/W Supervisor**

Date **January 12, 1970**

Subject: **Narrative Report**
Conceptual Stage
F - 77 (17)
Helena - East Helena
REF: 61 JAP

Attached is a Narative Report on the above captioned project.

JVK:DH:ls
Enclosure

J. V. Keyes

Avoid Verbal Instructions

District R/W Supervisor

NARRATIVE REPORT

PROJECT NO: F-77 (17)
HELENA - EAST HELENA
CONCEPTUAL STAGE

(A) The purpose of this report is to study the effects the proposed routes will have on the displacing of persons and how we can affect their relocation without undue hardships.

(a) It is assumed the right of way width indicated on the Plan & Profile Maps which were furnished by Helena are correct. The new takings were marked in Red.

(b) The structural improvements in the taking on each Alternate Route.

ALTERNATE #1: Two single-family dwellings in the taking which could effect about eight (8) individuals. There would be no farms, businesses or non-profit organizations effected.

ALTERNATE #2: There will be nine (9) dwellings in the taking on this proposed line, which could affect approximately 100 individuals. There will be no farms affected by this line, but there is one (1) non-profit organization affected; the East Helena Volunteer Firemen's Hall, which could present a problem in relocation, due to the size of special purpose structure, raising the question of finding a like-size structure in East Helena, in the immediate area which would serve this purpose.

Also in the taking is a Trailer Park Business. According to our maps, there will be ten (10) trailer hook-ups in the taking. All of these hook-ups had concrete slabs and all other amenities when the subject was inspected; nine of the hook-ups were occupied with large house trailers.

ALTERNATE #3: On this line there will be two (2) residences, and one farm affected. There would be approximately 15 individuals affected by this line.

The farm is effected by our taking of the home; this farm has 366 acres and we could have a problem trying to re-establish him in the near vicinity. Also after the taking, it could be that the farm would no longer be an economic unit.

ALTERNATE #4: Two (2) residences will be affected by this line. These are the same two as in Alternate #1.

(b) The moving costs only on the four lines are as follows:

Alternate #1	$456.00
Alternate #2	$4,290.00
Alternate #3	652.00
Alternate #4	456.00

(c) The economic condition of this community is very good, it is within the proximity of Helena proper and many of the residents drive to their jobs in Helena. Also there is a Smelter located right here, which furnishes employment for other residents.

(d) The availability of decent, safe and sanitary housing can be handled if there are only two or three families affected, but beyond this point, then they would have to be relocated into Helena.

East Helena has all the sanitary facilities which are required to make the Relocation Program Work.

(E) Alternates for replacement of housing would be to move some of the families into Helena where there is available real property for sale and for rent.

(F) Arrived at these conclusions after talking with realtors and viewing the situation.

(G) Relocation can be accomplished within a specific time, unless an unforseen influx of population in the Helena Vicinity arises.

Derryl C. Hungerford

DERRYL HUNGERFORD

JANUARY 9,1970

S. H. COMM.--FORM 4

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To PLANS & PROGRAM

From E. L. REUTERDAHL, Land Agent

Date January 13, 1970

Subject: F 77(17) PE
Helena-East Helena
Relocation Estimate
66-ELR

Transmitted herewith are two copies of the Relocation Estimate for each of the four alternate lines being considered for this project.

The Narrative Report has previously been transmitted directly from the Butte District Office.

E. L. Reuterdahl
Avoid Verbal Instructions

ELR:em

R/WR-1

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 6, 1970

INTERSTATE XXXXX PRIMARY ____ SECONDARY

Alternate #1

PROJECT NO. F-77 (17)				
PARCEL NO.	11	13		
LOCATION IN REGARD TO CENTER LINE	142± Left	150± left		
TYPE OF DISPLACEMENT (Farm, Business, etc.)	Trailer House and garage.	House		
TYPE OF IMPROVEMENT (Service Station, etc.)	Residence	Residence		
STATUS OF PARCEL (Condemnation, etc.)				
ESTIMATED MOVING COST	$196.00	$260.00		
ESTIMATED STORAGE COST	0.00	0.00		
ESTIMATED RELOCATION COST	$3000.00	$1000.00		
TOTAL ESTIMATED RELOC. ASSIST PAYMENTS	$3,196.00	$1,260.00		
VACATION DATE				

REMARKS (Give Brief Account of Each Parcel):

Parcel No. 11	Roope	This is a permanent resident trailer on a foundation with a breeze-way attached room connected to a large garage, making this a single unit.
Parcel No. 13 ;	Pugh	A large single residence, new, with a large double garage.

R/WR-1

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 6, 1970

INTERSTATE XX PRIMARY ____ SECONDARY

ALTERNATE 2

PROJECT NO. F-77(17)				
PARCEL NO.	11	13	16	17
LOCATION IN REGARD TO CENTER LINE	142± Left	150± left	203+70 E.B.	204+50 E.B
TYPE OF DISPLACEMENT (Farm, Business, etc.)	Trailer House & Garage.	House	House	Two (2) Unit Duplex.
TYPE OF IMPROVEMENT (Service Station, etc.)	Residence	Residence	Residence	Residence
STATUS OF PARCEL (Condemnation, etc.)				
ESTIMATED MOVING COST	$196.00	$260.00	$228.00	$260.00
ESTIMATED STORAGE COST	0.00	0.00	0.00	0.00
ESTIMATED RELOCATION COST	$3000.00	$1,000.00	$4,000.00	$4,500.00
TOTAL ESTIMATED RELOC. ASSIST PAYMENTS	$3,196.00	$1,260.00	$4,228.00	$4,760.00
VACATION DATE				

REMARKS (Give Brief Account of Each Parcel):

PARCEL NO:	11	Roope	See Alternate #1 Sheet
PARCEL NO:	13	Pugh	See Alternate #1 Sheet
PARCEL NO:	16	Sasek	Single residence, well maintained, but old.
PARCEL NO:	17	Pistelak	Two (2) Unit Duplex; would have the owner to relocate, plus a tenant.

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 6,1970

INTERSTATE XXX PRIMARY ____ SECONDARY

Alternate No. 2

ROJECT NO. -77 (17)				
ARCEL NO.	18	19	21	22
OCATION IN REGARD O CENTER LINE	205+70 East Bound	206+30 East Bound	206+80 East Bound	207 20 East Bound.
TYPE OF DISPLACEMENT (Farm, Business, etc.)	Meeting Hall	House	House	House
YPE OF IMPROVEMENT (Service Station,etc.)	Meeting Building	Residence	Residence	Residence
TATUS OF PARCEL (Condemnation, etc.)				
STIMATED MOVING OST	$180.00	$228.00	$180.00	$228.00
STIMATED STORAGE COST	0.00	0.00	0.00	0.00
STIMATED RELOCATION OST	$5,000.00	$3,500.00	$4,500.00	$1,000.00
OTAL ESTIMATED RELOC. SSIST PAYMENTS	$5,180.00	$3,728.00	$4,680.00	$1,228.00
ACATION DATE				

EMARKS (Give Brief Account of Each Parcel):

ARCEL NO:	18	Volunteer Firemen's Hall	Due to the size of this hall, it could present a problem to replace.
ARCEL NO:	19	Rigler:	This is a well-maintained older home, larger than most houses, would be hard to replace.
ARCEL NO:	21	Chenkovich:	This is a well maintained, older house, which would probably be appraised too low to be replaced at the appraisal.
ARCEL NO:	22	Pyfer:	This is a fairly new home, which the apprais should have fair compensation on.

WR-1

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 7,1970

INTERSTATE XXXXX PRIMARY ____ SECONDARY

Alternate No. 2

OJECT NO. F-77(17)				
RCEL NO.	23	25	27	27
CATION IN REGARD CENTER LINE	207+20 East Bound	236± East Bound	238± East Bound	238± East Bound
PE OF DISPLACEMENT arm, Business, etc.)	House	Two (2) Houses	Two (2) houses	Trailer Park
PE OF IMPROVEMENT ervice Station,etc.)	Residence	Residence	Residence	Ten (10) Trailer Hook-ups.
ATUS OF PARCEL ondemnation, etc.)				
TIMATED MOVING ST	$196.00	$292.00	$292.00	$1,750.00
TIMATED STORAGE COST	0.00	0.00	0.00	0.00
TIMATED RELOCATION ST	$4,000.00	$4,500.00	$4,500.00	$5000.00
TAL ESTIMATED RELOC. SIST PAYMENTS	$4,196.00	$4,792.00	$4,792.00	$6,750.00
CATION DATE				

MARKS (Give Brief Account of Each Parcel):

rcel No. 23	Gruber:	Probably will be appraised too low to replace at appraisal.
rcel No. 25	Anderson	This property is two (2) residences; one is a rental unit, I have estimated replacing the renter, and also the owner in comparable dwellings.
rcel No. 27	McDonald	Owner's house and a rental house which will be displaced; the trailer park could present a problem,due to the lack of vacant land in the vicinity.

/WR-1

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 7,1970

___ INTERSTATE XXXX PRIMARY ___ SECONDARY

ALTERNATE #3

ROJECT NO. F-77(17)				
ARCEL NO.	11	13	14	
OCATION IN REGARD O CENTER LINE	142± Left	150± Left	155± Left	
YPE OF DISPLACEMENT Farm, Business, etc.)	Trailer House and garage	House	House	
YPE OF IMPROVEMENT Service Station,etc.)	Residence	Residence	Residence	
TATUS OF PARCEL Condemnation, etc.)				
STIMATED MOVING OST	$196.00	$260.00	$196.00	
STIMATED STORAGE COST	0.00	0.00	0.00	
STIMATED RELOCATION OST	$3000.00	$1000.00	$4000.00	
OTAL ESTIMATED RELOC. SSIST PAYMENTS	$3,196.00	$1,260.00	$4,196.00	
ACATION DATE				

EMARKS (Give Brief Account of Each Parcel):

cel No. 11	Roope:	See Alternate #1 Sheet
cel No. 13	Pugh	See Alternate #1 Sheet
cel No. 14	Lamping	This is an old house which would appraise below replacement price.

/WR-1

INVENTORY OF ELIGIBLE DISPLACEES

DATE January 7,1970

— INTERSTATE XXXXX PRIMARY ____ SECONDARY

Alternate #4

ROJECT NO. -77 (17)				
ARCEL NO.	11	13		
OCATION IN REGARD O CENTER LINE	142± Left	150± Left		
TYPE OF DISPLACEMENT (Farm, Business, etc.)	Trailer House & Garage	House		
YPE OF IMPROVEMENT (Service Station,etc.)	Residence	Residence		
TATUS OF PARCEL (Condemnation, etc.)				
STIMATED MOVING OST	$196.00	$260.00		
STIMATED STORAGE COST	0.00	0.00		
STIMATED RELOCATION OST	$3000.00	$1000.00		
OTAL ESTIMATED RELOC. SSIST PAYMENTS	$3,196.00	$1,260.00		
ACATION DATE				

EMARKS (Give Brief Account of Each Parcel):

Parcel No. 11 Roope See Alternate #1 sheets.

Parcel No. 13 Pugh See Alternate #1 sheets.

RELOCATION ASSISTANCE ESTIMATE

Project **F-77(17)**

Alternate #1

relim ar. No	Name	Type of Imps. in Taking	Est Supp. Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est Per Parcel
11	**Roope**	**Trailer House**	**$3000.00**	**$196.00**	**0.00**	**$3,196.00**
13	**Pugh**	**House and garage**	**$1,000.00**	**$260.00**	**0.00**	**$1,260.00**

Total Estimated Relocation Costs **$4,456.00**

REMARKS: (Attach additional sheets as needed)

On this alignment, there will be only two (2) families affected and I believe that they can be re-located without too much of a problem.

Hungerford 1/8/70
RELOCATION AGENT DATE

APPROVED: Charlton 1-13-70
RELOCATION SUPERVISOR DATE

RELOCATION ASSISTANCE ESTIMATE

Project **NO. F-77(17)**

ALTERNATE 2

elim r. No	Name	Type of Imps. in Taking	Est Supp. Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est Per Parcel
11	Roope	Trailer House	$3,000.00	$196.00	0.00	$3,196.00
13	Pugh	House	$1,000.00	$260.00	0.00	$1,296.00
16	Sasek	House	$4,000.00	$228.00	0.00	$4,228.00
17	Pistelak	Duplex	$4,500.00	$260.00	0.00	$4,760.00
18	Volunteer Firemen's Hall	Meeting Hall	$5,000.00	$180.00	0.00	$5,180.00
19	Rigler	House	$3,500.00	$228.00	0.00	$3,728.00
21	Chenkovich	House	$4,500.00	$180.00	0.00	$4,680.00
22	Pyfer	House	$1,000.00	$228.00	0.00	$1,228.00
23	Gruber	House	$4,000.00	$196.00	0.00	$4,196.00
25	Anderson	Two (2) houses	$4,500.00	$292.00	0.00	$4,792.00
27	McDonald	two (2) houses	$4,500.00	$292.00	0.00	$4,792.00
27	McDonald	Trailer Park	$5,000.00	$1,750.00	0.00	$6,750.00

Total Estimated Relocation Costs **$48,826.00**

REMARKS: (Attach additional sheets as needed)

It would be impossible to relocate this many families in this community; we would have to try to locate them in Helena.

Derryl Hungerford 1/8/70
RELOCATION AGENT DATE

APPROVED: Gerald Charlton 1-13-70
RELOCATION SUPERVISOR DATE

RELOCATION ASSISTANCE ESTIMATE

Project **No. F-77(17)**

ALTERNATE #3

relim ar. No	Name	Type of Imps. in Taking	Est Supp. Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est Per Parcel
11	**Roope**	**Trailer House**	**$3000.00**	**$196.00**	**0.00**	**$3,196.00**
13	**Pugh**	**House**	**$1000.00**	**$296.00**	**0.00**	**$1,260.00**
14	**Lamping**	**House**	**$4000.00**	**$196.00**	**0.00**	**$4,196.00**

Total Estimated Relocation Costs **$8,652.00**

REMARKS: (Attach additional sheets as needed)

There should be no problem in relocating these parties.

1/8/70

RELOCATION AGENT DATE

APPROVED: Gerald Charlton 1-13-70

RELOCATION SUPERVISOR DATE

RELOCATION ASSISTANCE ESTIMATE

Project **F-77 (17)**

Alternate #4

Prelim Par. No	Name	Type of Imps. in Taking	Est Supp Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est. Per Parcel
11	**Roope**	**Trailer House**	**$3000.00**	**$196.00**	**0.00**	**$3,196.00**
13	**Pugh**	**House**	**$1000.00**	**$260.00**	**0.00**	**$1,260.00**

Total Estimated Relocation Costs **$4,456.00**

REMARKS: (Attach additional sheets as needed)

Should present no problem to relocate these parties.

Hungerford 1/8/70
RELOCATION AGENT DATE

APPROVED: Gerald Charlton 1-13-70
RELOCATION SUPERVISOR DATE

S. H. Comm.—Form 1-A

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To J. A. POOLE, SR. ASST. CHIEF R/W AGENT

From HOWARD E. STRATTON, P.E., UTILITIES ENGINEER

Date OCTOBER 17, 1969

Subject: F - 77 (17) PE

HELENA - EAST HELENA

ALTERNATE # 1.

We have estimated that the following amount will be required for the cost of incidental construction on the above project.

POWER	MONTANA POWER COMPANY	$ 34,400
POWER	CITY OF EAST HELENA (TRAFFIC LIGHTS)	1,050
TELEPHONE	MOUNTAIN BELL	116,225
TELEPHONE	CITY OF EAST HELENA (FIRE ALARM)	200
GAS	MONTANA POWER COMPANY	14,600
OIL	YELLOWSTONE PIPE LINE	3,600
WATER	CITY OF EAST HELENA	5,200
SEWER	CITY OF EAST HELENA (NONE)	-
RAILROADS	NORTHERN PACIFIC AND GREAT NORTHERN	5,000
STREET LIGHTS	(INCLUDED WITH MONTANA POWER COMPANY)	-
EXPENSES	ENGINEERING	2,500
MISCELLANEOUS		

TOTAL AMOUNT REQUESTED: $ 182,775

Howard E Stratton

Avoid Verbal Instructions

S. H. Comm.—Form 4-A

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To J. A. POOLE, SR. ASST. CHIEF R/W AGENT

From HOWARD E. STRATTON, P.E., UTILITIES ENGINEER

Date OCTOBER 17, 1969

Subject: F - 77 (17)
HELENA - EAST HELENA
ALTERNATE # 2.

We have estimated that the following amount will be required for the cost of incidental construction on the above project:

POWER	MONTANA POWER COMPANY	$ 54,925
POWER	CITY OF EAST HELENA (TRAFFIC LIGHTS)	1,050
TELEPHONE	MOUNTAIN BELL	129,675
TELEPHONE	CITY OF EAST HELENA (FIRE ALARM)	700
GAS	MONTANA POWER COMPANY	20,800
OIL	YELLOWSTONE PIPE LINE	3,600
WATER	CITY OF EAST HELENA	38,800
SEWER	CITY OF EAST HELENA	11,250
RAILROADS	NORTHERN PACIFIC AND GREAT NORTHERN	5;000
STREET LIGHTS	(INCLUDED WITH MONTANA POWER COMPANY)	
EXPENSES	ENGINEERING	3,500
MISCELLANEOUS		

TOTAL AMOUNT REQUESTED: $ 269,300

Howard E. Stratton

Avoid Verbal Instructions

S. H. Comm.—Form 1-A

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To J. A. POOLE, SR. ASST. CHIEF R/W AGENT

Date OCTOBER 17, 1969

From HOWARD E. STRATTON, P.E., UTILITIES ENGINEER

Subject: F - 77 (17)
HELENA - EAST HELENA
ALTERNATE # 3.

We have estimated that the following amount will be required for the cost of incidental construction on the above project:

POWER	MONTANA POWER COMPANY		$ 23,500
POWER	CITY OF EAST HELENA (TRAFFIC LIGHTS)	(NONE)	-
TELEPHONE	MOUNTAIN BELL		79,775
TELEPHONE	CITY OF EAST HELENA (FIRE ALARM)	(NONE)	-
GAS	MONTANA POWER COMPANY		7,400
OIL	YELLOWSTONE PIPE LINE		3,600
WATER	CITY OF EAST HELENA	(NONE)	-
SEWER	CITY OF EAST HELENA	(NONE)	-
RAILROADS	NORTHERN PACIFIC AND GREAT NORTHERN		5,000
STREET LIGHTS	(INCLUDED WITH MONTANA POWER COMPANY)	(NONE)	-
EXPENSES	ENGINEERING		1,500
MISCELLANEOUS			

TOTAL AMOUNT REQUESTED: $ 120,775

Howard E Stratton

Avoid Verbal Instructions

S. H. Comm.—Form 4-A

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To J. A. POOLE, SR. ASST. CHIEF R/W AGENT

Date OCTOBER 17, 1969

From HOWARD E. STRATTON, P.E., UTILITIES ENGINEER

Subject: F - 77 (17)
HELENA - EAST HELENA
ALTERNATE # 4.

We have estimated that the following amount will be required for the cost of incidental construction on the above project:

POWER	MONTANA POWER COMPANY	$ 34,400
POWER	CITY OF EAST HELENA (TRAFFIC LIGHTS)	1,050
TELEPHONE	MOUNTAIN BELL	116,225
TELEPHONE	CITY OF EAST HELENA (FIRE ALARM)	200
GAS	MONTANA POWER COMPANY	14,600
OIL	YELLOWSTONE PIPE LINE	3,600
WATER	CITY OF EAST HELENA	5,200
SEWER	CITY OF EAST HELENA	-
RAILROADS	NORTHERN PACIFIC AND GREAT NORTHERN	5,000
STREET LIGHTS	(INCLUDED WITH MONTANA POWER COMPANY)	-
EXPENSES	(ENGINEERING)	2,500
MISCELLANEOUS		

TOTAL AMOUNT REQUESTED: $ 182,775

Howard E Stratton

Avoid Verbal Instructions

COST ESTIMATE

The grading quantities were calculated from plotted cross sections. The Hydraulics Section made a study to determine the drainage cost. The cost per foot of 4" concrete sidewalk was figured by using a price of $6.84/ sq./yd. to give a price of $3.80 per foot for a five (5) foot wide sidewalk.

The paving costs were estimated by assuming a section consisting of 0.25' Plant Mix, 0.20' Crush Top Serface (Grade 2) and 1.50' Crush Base Surface (Grade 5). The estimated costs for each alternate are the following:

ALTERNATE	TOTAL COST	AVE. COST / FOOT
1	$534,877	$14.19
2	$606,681	$14.21
3	$579,667	$15.28
4	$579,410	$15.22

COST ESTIMATE FOR ALTERNATE 1

Length = 7.13± Miles

Uncl. Exc.	652,548 c.y.	@	0.42	=	$274,070
Culv. Exc.	4,900 c.y.	@	3.00	=	$ 14,700
Paving Costs	37,694 ft.	@	14.19	=	$534,877
Storm Sewer	12" pipe-1610 ft.	@	6.50	=	$ 10,465
	18" pipe-2340 ft.	@	8.50	=	$ 19,890
	24" pipe-2360 ft.	@	11.00	=	$ 25,960
	12 manholes	@	400.00	=	$ 4,800
	42 drop inlets	@	300.00	=	$ 12,600
Other Drainage	5.6 Miles	@	10,000.00	=	$ 56,000
Curb & Gutter	22,130 ln.ft.	@	3.05	=	$ 67,497
Sidewalks	1,150 ln.ft.	@	3.80	=	$ 4,370
Guardrail	4,400 ln.ft.	@	6.00	=	$ 26,400
			TOTAL	=	$1,051,629

Total Construction Cost = $1,051,629

Total P.E., Const. Eng. & Contingencies
(0.15 x 1,051,629) = $ 157,744

COST ESTIMATE FOR ALTERNATE 2

Length = 7.13± Miles

Uncl. Exc.	666,663 c.y.	@ 0.42	= $279,998
Culv. Exc.	9,400 c.y.	@ 3.00	= $ 28,000
Paving Costs	42,694 ft.	@ 14.21	= $606,681
Storm Sewer	12" pipe-2860 ft.	@ 6.50	= $ 18,590
	18" pipe-4480 ft.	@ 8.50	= $ 38,080
	24" pipe-4560 ft.	@ 11.00	= $ 50,160
	22 manholes	@ 400.00	= $ 8,800
	74 drop inlets	@ 300.00	= $ 22,200
Other Drainage	5.6 Miles	@ 10,000.00	= $ 56,000
Curb & Gutter	31,840 ln.ft.	@ 3.05	= $ 97,112
Sidewalks	4,300 ln.ft.	@ 3.80	= $ 16,340
Guardrail	4,400 ln.ft.	@ 6.00	= $ 26,400
		TOTAL	=$1,248,361

Total Construction Cost =$1,248,361

Total P.E., Const. Eng. & Contingencies
(0.15 x 1,248,361) =$ 187,254

COST ESTIMATE FOR ALTERNATE 3

Length = 7.18± Miles

Uncl. Exc.	881,285 c.y.	@	0.42	=	$370,140
Paving Cost	37,937 ft.	@	15.28	=	$579,667
Drainage	7.2 Miles	@	10,000.00	=	$ 72,000
Curb & Gutter	12,000 ln.ft.	@	3.05	=	$ 36,600
Guardrail	5,600 ln.ft.	@	6.00	=	$ 23,600
			TOTAL	=	$1,082,007

Total Construction Cost =$1,082,007

Total P.E., Const. Eng. & Contingencies
(0.15 x 1,082,007) =$ 162,301

COST ESTIMATE FOR ALTERNATE 4

Length = 7.20± Miles

Uncl. Exc.	690,529 c.y.	@	0.42	=	$290,022
Culv. Exc.	5,600 c.y.	@	3.00	=	$ 16,800
Paving Costs	38,069 ft.	@	15.22	=	$579,410
Storm Sewer	12" pipe-1500 ft.	@	6.50	=	$ 9,750
	18" pipe-2720 ft.	@	8.50	=	$ 23,120
	24" pipe-2680 ft.	@	11.00	=	$ 29,480
	12 manholes	@	400.00	=	$ 4,800
	30 drop inlets	@	300.00	=	$ 9,000
Other Drainage	5.8 Miles	@	10,000.00	=	$ 58,000
Curb & Gutter	24,000 ln.ft.	@	3.05	=	$ 73,200
Guardrail	12,200 ln.ft.	@	6.00	=	$ 73,200
			TOTAL	=	$1,119,982

Total Construction Cost = $1,119,982

Total P.E., Const. Eng. & Contingencies
(0.15 x 1,119,982) = $ 167,997